HE4200
A2c.t

AC TRANSIT transit-times
For the Good of Your Community
Vol. 5 No. 9 OAKLAND, JANUARY 1963

FEB 13 1963

AC Transit Board Elects Officers; New Express Given Green Light

Commute Line Approved For Washington Manor

Inauguration of a new intercity express line—the fifth for the district—was approved this month by the board of directors as part of a projected program of speeding up and streamlining East Bay bus service.

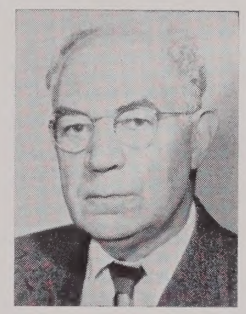
The new express, Line 36, will provide rapid and direct commute service between the Washington Manor and Bonaire residential areas of San Leandro and downtown Oakland.

Scheduled to go into operation on Feb. 4, it will operate initially during morning and evening hours, with a plan for expanded service as soon as patronage warrants the increase.

Traveling on the Nimitz Freeway between San Leandro and Oakland, the new express will cut traveling time in half, making the run from Washington Manor in 32 minutes and from Bonaire, in 29 minutes.

The new line is among several proposed express routes under study by the AC Transit staff in line with plans to move riders from major population centers to downtown areas as speedily and conveniently as possible—faster and easier than they can drive and park their own cars.

(Continued on Page 2)



R. M. Copeland

W. H. Coburn

Copeland, Coburn to Head Board for 1963

Col. Robert M. Copeland, member of the board of directors since the district was formed in 1956, was named president of the board this month at the annual election.

The colonel, a retired Army engineer, served during the past year as vice president.

William H. Coburn, Jr., Berkeley attorney and also a veteran board member, was elected as vice president. Stepping down, after serving two terms as president, was William J. Bettencourt of San Leandro.

Col. Copeland, who lives at 80 Norwood Ave., Kensington, and three other board members who were returned to office by voters at the November election,

(Continued on Page 8)

Retiring President Praises District Gains; Notes 'Phenomenal' Increase in Patronage

William J. Bettencourt stepped down as president of the board of directors this month after a two-year term, with words of praise for the District's accomplishments—and the figures to back them up.

Bus patronage has shown a 12 per cent increase since the District took over from Key System Transit Lines in Oct., 1960, he disclosed.

This increase, at a time when the nation is still experiencing a downward trend in transit riding, has made the district the "wonder child" of the industry, Bettencourt added. As a result, other properties are now following the lead of AC Transit in developing plans for "intelligent, progressive transit — the way the public wants it."

W. J. Bettencourt

Capsuling accomplishments of the past two years, he said the appointment last March of Kenneth F. Hensel as general manager brought to the District the "knowledge and temperament" which helped the board and staff to move ahead at a smooth, unhampered pace—and that this pace could be expected to continue.

He noted the acquisition of new equipment, first 250 new buses, then an additional 30 new motor coaches.

"Now we are contemplating another 35 to 45 additional buses, far surpassing equipment estimates of our engineers."

He also pointed to development of a school bus service formula "equitable to all areas in the district," innovations such as a park and ride center; a ride and shop validating plan; a Sunday pass, and a program for building attractive passenger shelters.

Bettencourt had particular praise for the fiscal responsibility and integrity shown by board and staff members and their efforts in protecting public funds and avoiding waste.

"Despite inflation and an increase in the costs of doing business—labor costs alone jumped more than 15 per cent since the District went into operation—we have held the line on fares and, at least up to the present time, on taxes as well. And there has been no slump in providing new and better service and equipment."

He also praised the sensitivity and responsiveness of the board as to what the public wanted and its constant willingness to hear, study and grant, where justified, the public's requests for changes or improvements.

Bettencourt, an executive with Friden, Inc., of San Leandro, will remain on the board as a director.

More Information

A note or phone call to the transit district—OLympic 3-3535—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

New Line 36 to Speed Service for Commuters

(Continued from Page 1)

The express will operate from Washington Ave. and Lewelling Blvd. through Washington Manor and Bonaire, then via Nimitz Freeway to downtown Oakland, looping via Telegraph Ave., West Grand Ave. and Broadway.

The new line will be the first major improvement of the new year, adding to the following record of improvements made during the past year: 24 added schedules during morning peak hours; six midday schedules and 12 additional evening peak hour schedules; seven basic new services added and six major extensions or revisions to existing service.

Berkeley 'Ride & Shop' Plan to Continue

The unique "Ride & Shop" bus validating plan, started by downtown Berkeley merchants and AC Transit two months ago, will continue in operation for at least another month.

This was the decision made by board members, who voted to extend the plan until Feb. 15 while merchants and the district study results of the innovation.

Under the plan, shoppers can receive free round-trip bus transit upon having a coupon validated by participating concerns. The coupons are given out upon request by operators on all lines operating to or through Berkeley.

A partial review of the promotion, undertaken with the Berkeley Downtown Center as representative of the 37 participating concerns, showed this result after nearly two months: 6,631 tickets honored.

A projection of the results on an annual basis would indicate about 44,000 riders taking advantage of the plan, considerably above the number of riders that would be anticipated during the initial year of the plan's operation, according to the experience of other cities, where similar programs have been tried.

Latham Square Building Chosen as New General Headquarters of District

AC Transit offices will be moved from the present location at 1106 Broadway to more efficient facilities in the Latham Square Building at 16th St. and Telegraph Ave.

The board of directors, in approving the move, followed the recommendation of a special committee on office building facilities, which had investigated more than 40 proposals over the past several months.

By moving to the Latham Square Building, the general offices will obtain additional space, improved building services and more efficient utilization of space at a cost less than that being paid at the present headquarter offices. The new facilities will include a customer services office, handling tickets, information, lost and found and bus chartering arrangements.

The move is expected to be made in March.

The district took over the lease on the present quarters when it acquired Key System Transit Lines over two years ago. The building had been used by Key System since 1943.

Transit Expansion In Contra Costa Explored

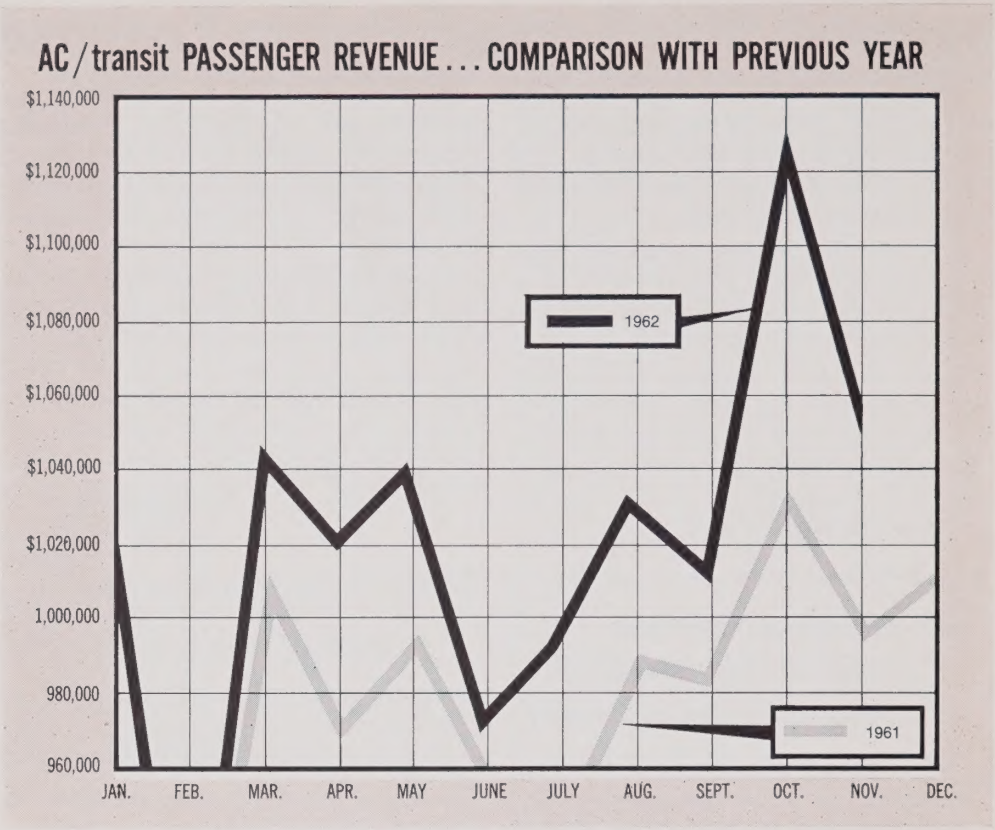
The Contra Costa County Board of Supervisors has decided to ask cities in central and eastern parts of the county to participate in a study into feasibility of expanding AC Transit service into their area.

The supervisors voted to request the aid of the cities in making a bus survey after receiving a report of specific recommendations from their City-County Transit Advisory Committee.

The committee recommended a study of AC Transit bus transportation to Concord, Walnut Creek, Pleasant Hill, Pittsburg, Antioch and Brentwood. They also asked that Bay Area Rapid Transit and AC Transit enter negotiations to provide feeder service to rapid transit stations.

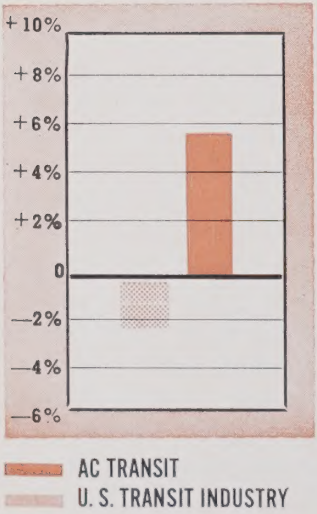
The supervisors failed to approve this suggestion, however, after it was pointed out a feeder system study would not be justified for at least 10 years.

The transit advisory group was asked to contact schools to see if they, too, would be interested in participating in the survey, estimated to cost $10,000.



NOVEMBER PASSENGERS

Percentage Change from Previous Year



Patronage Gains Continue

Transit patronage continued an upward trend in November, 1962, despite a drop-off in department store sales for the month both in the East Bay and San Francisco.

Passengers totaled 4,496,000, an increase of 5.9 per cent over the same month of the previous year. Transbay commute book sales also were up, showing a gain of 9.1 per cent over November, 1961.

For the nation's entire transit industry, riding experienced a decrease of 2.2 per cent.

Passenger revenue for the month of $1,059,000 plus other income of $67,000 was adequate to meet all operational costs, which were up 9.3 per cent over November, 1961. Income also provided for amortization and depreciation, but was not sufficient for bonded debt requirements, leaving a deficit of $69,900 for the month.

Miles operated in November totaled 1,883,600, an increase of 52,000 or 2.9 per cent. Despite the mileage increase, however, revenue collected per mile operated was up nearly 3.5 per cent, indicating an encouraging ratio between patronage gains and service expansion.

New Workers Welcomed to District Ranks

The district started the new year with a number of new faces among its employees, including the following, who went to work in November and December:

Executive Office

Public Relations: Myrtle Sarnstrom, 333 Willow St., Apt. 108, Alameda, secretary.

General Office

Treasury: Don C. Gardiner, 2109 Shattuck Ave., Berkeley, vault clerk.

Accounting: Florence Christianson, 2951 Madera Ave., Oakland, senior account clerk; Joann R. Tucker, 2518 Clay St., Alameda, key punch operator.

Emeryville Division

P.B.X. and Information: Vonna LaVerne Moore, 6835 Chambers Dr., Oakland; Mary Helen Smith, 5616 El Dorado, El Cerrito, P.B.X. operators.

Maintenance: Max Berger, 27810 Orlando Ave., Hayward, service employee "B".

Bus Operators: B. L. Parsons, 27876 La Porte, Hayward; E. F. Hokanson, 4201 Lancelot Dr., Concord; F. R. Flanagan, 1318 Magnolia St., Oakland; L. Stottlemire, 479 38th St., Oakland; R. E. Bruce, 290 Tunis Rd., Oakland; B. E. Youngblood, 485 E. Santa Fe Ave., Pittsburg; J. E. Van Riper, 3507 14th Ave., Oakland; W. J. Ramsey, 1410 Orlando Dr., San Jose; D. J. Dunn, 530 41st St., Apt. 13, Oakland; F. M. Cisneros, 542 31st St., Oakland; A. P. Gumataotao, 1704 Walnut St., Alameda; Eligie Williams, 225 Navy Rd., San Francisco; Stanley Williams, 762 11th St., Apt. 4, Oakland; G. P. Hentschel, 2060-A Buena Vista, Alameda; William Mathes, 671 Vernon St., Oakland; E. L. Davis, 2458 Prince St., Berkeley; I. E. Merritt, 2627 Turk St., San Francisco; M. S. Fulton, 521 Jean St., Oakland.

Richmond Division

H. L. Jefferson Jr., 1918 Florida Ave., Richmond; J. M. Novacek, 2319 San Pablo Ave., San Pablo; J. T. Ball, 915 Giant Ct., Richmond; J. D. Haynes, 2211 Elspano Ct., San Pablo; W. L. Blaylock, 2526 Duncan Rd., Pinole; R. H. Lewis, 2455 Greenwood Dr., San Pablo; J. B. Gwin, 1930 Hill Ave., Richmond; M. O. Huff, 124 Rancho Motel, San Pablo; G. J. Cook, 949 37th St., Richmond.

Seminary Division

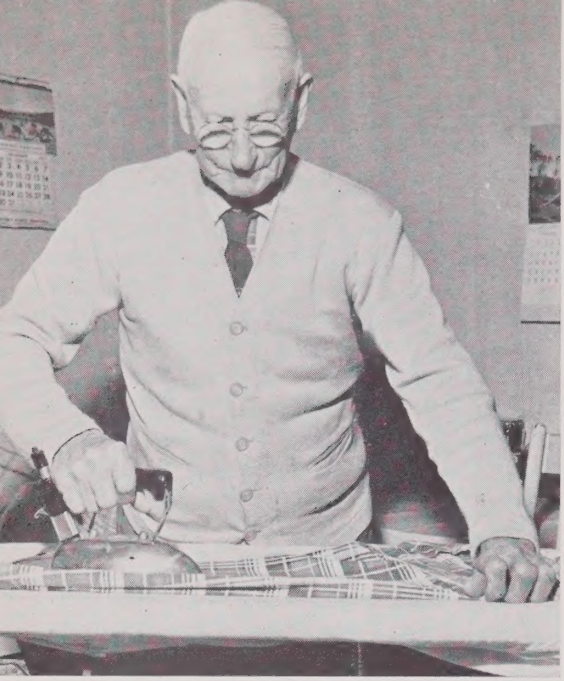
K. C. Petersen, 2712 Sunset Ave., Oakland; C. W. Kissinger, 730 Blossom Way, Hayward; L. A. Golden, 781 Delano St., San Lorenzo; B. L. Sheridan, 8603 Hillside St., Oakland; J. E. Noel, 742 Bishop Ave., Hayward; W. D. Siedentopf, 3763 Delaware Dr., Fremont; E. A. Cordeiro, 250 W. Jackson St., Hayward; R. E. Kiepke, 16830 Esteban Ave., San Leandro; R. F. Russio, 27636 Melbourne Ave., Hayward; James Strickland, 238 Via Pecoro, San Lorenzo.

Record Revenue Tallied With Aid of Bus Riding Pre-holiday Shoppers

The district reached its highest revenue point yet during the week ending Dec. 9, hitting $265,951 in fare box collections—its own gift from active holiday riding.

Indicative of the increase in passengers, the city express lines accounted for $10,336 of the total, with an average of $2,067 collected daily on the four lines. The figure is a 165 per cent increase over the total revenue of $785 turned in when the express went into operation in March, 1961.

The record revenue also includes $159,744 from local lines for the week and $95,871 from transbay service.



AMBIDEXTROUS—Versatile as both a conductor and motorman in early trolley days, J. A. Heck is just as handy today doing his own housework. Photo at right shows Heck, now nearly 96, as he looked at beginning of career.

From Oats to Diesel

Pensioners Predate First Horse Car

By Virginia Dennison

The appearance of the first horse car in the East Bay was still three years away when AC Transit's oldest pensioner, A. J. Klimax, going on 97, was born on May 21, 1866.

Horse cars hadn't even gotten off to a trotting start when J. A. Heck was born almost 96 years ago—second oldest pensioner on the district files.

Their life span has covered an incredulous change in transit—from horse cars to steam trains; cable cars to the flourishing era of the electrics, before tracks gave way to tires and today's motor coach.

The last horse car was still operating in Hayward when both of them went to work for the company that eventually became the Key System.

But their personal memory concerns the day of the trolley and the commute train, an era of experience now remaining in the memory of only a relatively few.

It was the late James P. Potter, first superintendent of the Key Route and father of D. J. Potter, the district's present transportation manager, who gave Heck his job in 1904.

A Pennsylvania Dutchman, Heck had served as a canteen stewart—the Army used to have certain bar refinements—at Fort Keogh, Mont., while the Cheyenne Indians were being kept in hand.

After a look at some of the rest of the country, he got a job on the street cars in New Orleans, then moved on to California in 1903.

Because he didn't like the hills in San Francisco, he followed a friend's advice to look for a job in Oakland "after I found out where it was."

"When Mr. Potter discovered I could work either end"—as motorman or conductor—"he put me to work in Alameda, on the dinkey."

Although his hearing and sight now are bad and he suffers from arthritis, Heck has a vivid memory, undented by time.

He recalls every detail of a foggy morning on Shattuck Ave., between 38th and 39th Sts., when a horse and wagon turned suddenly in front of his car.

Unable to stop in time, he threw up his window and grabbed the driver, saving him from being killed with the horse.

"He told me, 'Now don't feel bad, you saved my life.' He had fallen asleep and pulled the wrong rein. Not only that, he went down and explained to Mr. Potter."

Heck was on his street car in Alameda when the earthquake struck in 1906 and remembers people running and their panic. He stayed with the car and tried to keep his passengers aboard as the safest place. And he went right on running the car.

"Why not, the tracks were all right."

Heck, who retired just before his 70th birthday in 1935, lives alone at 1603 16th St., San Pablo. He does his own housekeeping, including the cooking, washing and ironing and shopping. Until recently, he also kept his own garden. He even tried working in the shipyards during World War II, but found it a little too strenuous.

Klimax, who tops Heck by a few months to hold the record as the oldest man on the pension rolls, lives at 5700 Gravenstein Highway North in Sebastopol. According to district records, he worked as a car repairman from 1908 until 1938, when he was pensioned.

GOODBYE, HORSE—Electric trolleys of the Oakland Traction Company had already sent most horse cars to pasture when this photo was taken about 1907. J. A. Heck, one of AC Transit's oldest pensioners, worked on this line, which carried passengers from Santa Clara Ave. and High St. in Alameda to the old Oakland city hall.

Agencies Join Dispute Over PUC Control

AC Transit, along with cities and special districts throughout the state, has joined in efforts to nullify legislation which could give the State Public Utilities Commission control over public agencies.

At stake, they believe, is the destruction of home rule by elected officials of special districts, cities and counties and the granting of unlimited power to an appointive state commission.

Specifically involved is the fight of the Los Angeles Metropolitan Transit Authority against legislation placing the MTA under the jurisdiction of the PUC with respect to safety rules.

The MTA, in asking the Supreme Court to review the law, maintains if the State Legislature has the power to give the PUC jurisdiction over safety rules, it has the power to do the same with rates, service and general operations.

And if the action against MTA sticks, public agencies fear similar moves could be made against all water, gas, electricity and transportation agencies.

MTA, in its fight, contends the PUC was clearly set up to control privately-operated utilities and that no legislative control was provided for public agencies which already are governed by the people themselves.

They contend in a petition filed with the Supreme Court that the legislation is unconstitutional and that the legislature does not have the power to give PUC control over public agencies.

Backing this view, in the East Bay, along with AC Transit, are the City of Alameda and the Eastbay Municipal Utility District.

Veteran Directors Elected to Office

(Continued from Page 1)

took their oath of office preceding the January meeting. They are E. Guy Warren of Hayward, John McDonnell of Oakland and Bettencourt.

In taking over as president, Col. Copeland will be bringing to the office years of experience in organization and administration, experience credited with helping to get the District in operation and the perception to direct its continued advance.

A veteran of 30 years as an engineering officer, the new president has had world wide experience, including service in France and the Philippines, as well as various parts of the United States.

A director at large, Copeland was an early advocate of better public transit as a necessary benefit, not only to the bus rider, but to the motorist, the businessman and the home owner. He is a member of the board of directors of the Stege Sanitary District and is a former director and president of the Kensington Improvement Club.

Coburn, director of Ward I, has been a board member since 1958 and was a valuable contributor to the planning of the transit program.

Active in civic and business affairs, he is past president of the Berkeley-Albany Bar Association and prominent in activities of the Berkeley Chamber of Commerce.

TRANSIT TIMES
Alameda-Contra Costa Transit District
1106 Broadway
Oakland 7, California

Return Requested

BULK RATE
U.S. POSTAGE
PAID
Oakland, Calif.
Permit No. 2105

BARBARA J HUDSON
LIBRARIAN, BUREAU PUB ADM
UNIVERSITY OF CALIF
BERKELEY 4 CALIF P

HE4260
A2c.t

AC TRANSIT transit-times

For the Good of Your Community

Vol. 5 No. 10 OAKLAND, FEBRUARY 1963

DOCUMENTS

MAR 5 - 1963

UNIVERSITY OF CALIFORNIA

Transit Revenue, Service Threatened By Assembly Bill; Opposition Mounts

Legislation which would deprive East Bay residents from chartering their own buses, was introduced into the State Assembly this month.

The bill, aimed at only one out of 14 publicly owned transit systems in the State, would prohibit AC Transit from operating charter bus service.

Early opposition to the measure has developed, with both labor, management and industrial organizations urging its defeat. Groups already on record against the bill include Division 192 of the Carmen's Union and the Board of Directors of the Oakland Chamber of Commerce.

Loss to Public

"If the bill is passed in its present form, it will be East Bay taxpayers—and the riding public generally—who will have to pay," according to the president of the AC Transit board of directors, Robert M. Copeland.

Vigorously opposing the legislation, Copeland and his fellow board members ticked off a bus load of reasons why they believe the bill, AB 889, should be roundly defeated.

- In 1962 the district earned more than $250,000 in revenue from charter operations. If the district is deprived of this revenue, the loss would contribute to increased property taxes or fares.

- Passage of the bill would curtail the handling of transportation for school children—if not eliminate this special service entirely.

(Continued on Page 2)

Write Legislators to Help Defeat 'Anti-Transit' Bill, East Bay Residents Urged

East Bay residents were urged by the AC Transit board of directors this month to write to their State Legislators as part of a growing, area-wide effort to defeat the "anti-transit charter bill" against their bus system.

"We are making every effort to defeat this short-sighted, damaging legislation," declared Robert M. Copeland, president of the board.

"But AC Transit is owned by the people, and the people themselves must help if they are to continue having the right to charter their own modern buses.

"A majority of special transportation service for school children also is threatened by the bill as well as the overall financial stability of the district," he added.

East Bay Legislators and the areas they represent are as follows:

ASSEMBLYMEN

Carlos Bee—Hayward

Robert W. Crown—Alameda, East Oakland and San Leandro

Don Mulford—Piedmont, North Oakland, North and East Berkeley

Nicholas C. Petris—Oakland

W. Byron Rumford—Albany, Emeryville, West Oakland, West and South Berkeley

John T. Knox—Richmond, San Pablo, El Cerrito and Kensington

Jerome R. Waldie—All of Eastern Contra Costa County

SENATORS

John W. Holmdahl—Alameda County

George Miller, Jr.—Contra Costa County

Letters should be addressed to the Capitol Building, Sacramento, California.

Charter Bill Opposed as Costly to Public

(Continued from page 1)

• It would deprive a number of groups, ranging from the University of California to service clubs and religious organizations, from conducting extensive charter movements. There just isn't enough privately-operated equipment available to handle the charter needs of the community—needs that have required as many as 200 buses in one operation.

• The bill would force the public to charter exclusively from private companies whose prices are not regulated and whose buses for the most part are old and inferior. The major private charter company in the East Bay supporting the legislation, for example, operates 25 buses—23 of them are at least 10 years old.

• Robert E. Nisbet, attorney for the district, pointed out the bill, introduced by Assemblyman John T. Knox of Richmond but co-authored by a number of Southern California legislators, is unduly discriminatory. Although there are 14 publicly-owned transit systems in California providing charter service for their residents, the bill in its present form is aimed only at AC Transit.

Confiscation

• Charter service was part of the assets purchased by the district from Key System Transit Lines—and paid for by public funds authorized by the voters. Passage of the bill, in effect, would amount to confiscation of publicly owned facilities.

• Improvement and expansion of district operations has resulted in increased patronage, revenue growth and better service. But to continue this upward trend requires a business-like operation with full use of equipment and bus drivers—particularly between the peak hours of commuter traffic. One of the principal means of accomplishing efficient and necessarily full utilization of labor and equipment is to accommodate the needs of the community with charter service during the off-peak, middle-of-day hours.

• Successful efforts of the district to increase its volume of charter service has not only resulted in more charter business for AC Transit, but for private carriers engaged in the activity in this area as well. At the time the district bought out Key System more than two years ago, the board of directors established a lasting policy whereby the district may not provide charter service which will incur a loss, with the result that district pricing is competitive and that reputable private operators have been "well able to compete with the district and obtain a fair share of charter business in the East Bay," Copeland declared.

Competitive Prices

While the bill would permit the district to lease its buses to private charter bus operators, the board of directors has declared flatly it has no intention of jeopardizing publicly owned equipment in this manner. Besides legal complications of turning over publicly owned equipment to private operators for private gain, the district has incurred far too much expense in new buses and top-flight maintenance to turn responsibility of the equipment over to outside operators, drivers and maintenance personnel.

"We have never done this and we never will as long as we are responsible and answerable to the public for the proper custody of this equipment," declared William H. Coburn, Jr., vice president of the board.

The bill has been referred to the Assembly Committee on Public Utilities and Corporations for hearing March 12.

More Information

A note or phone call to the transit district—OLympic 3-3535—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

State Opens Exclusive Bay Bridge Bus Lane to Autos During Repaving Project

A close check was being kept this month on transbay operations to determine effect of the loss of the exclusive Oakland-bound bus lane on the Bay Bridge.

The lane, which for the past year speeded homeward bound bus commuters across the span in 13 minutes, despite rush hour congestion, was opened to other traffic by the State Department of Public Works.

The State agency, despite a number of discussions with AC Transit representatives, deemed it necessary to let cars and trucks use the lane while construction crews repave the upper deck.

During the paving project, which will block off lanes on the upper level, additional automobiles are to be diverted to the lower deck.

As result of the action, the AC Transit board of directors asked General Manager K. F. Hensel to make a survey of bridge operations and keep them informed as to any schedule delays and increased costs due to the changed operating conditions.

Hensel also was asked to make recommendations as to future bridge operations, particularly in reference to the encouragement and development of patronage on the transbay lines.

In a resolution sent to the Governor, the Director of Public Works and State Legislators, the directors pointed out that 40 per cent of all commuters are carried by bus across the bridge and designation of the exclusive lane not only permitted the district to maintain its schedules on transbay runs, but also resulted in an increase in transbay patronage.

During the period the lane was in operation, commute book sales increased more than 10 per cent, the resolution pointed out, indicating the number who turned to bus travel, thereby lessening congestion on the bridge.

A notice passed out to the district's 32,000 daily transbay passengers contained assurances of bridge officials and the California Highway Patrol to keep any inconvenience to transit patrons at a minimum. The State officials predicted traffic will flow freely on the lower deck during the repaving project in as much as the three eastbound lanes will be open on the lower deck for the entire length of the span.

The district also reiterated its intention to provide fast, safe and reliable service across the bridge—not only during the remaining construction period, but after both decks are converted to one-way operation.

District Calls for Bids On 30 New Coaches to Meet Patronage Gains

The District called for bids this month on 30 new "Transit Liner" buses—with an option for another 30 to be ordered when needed.

Cost of the 30 new 51-passenger motor coaches is estimated at $855,000.

General Manager K. F. Hensel was authorized to seek the bids—not only for coaches needed now, but for others which may be required in the near future—after directors found additional equipment was necessary to keep pace with zooming passenger growth.

Forty-five of the coaches will be designated for use in local service. The remaining 15 under option would be held in readiness in the event more buses are needed for other service operated by the District, the board said.

Since taking over East Bay Transit operations a little over two years ago, the District has placed 280 new buses in service.

Veteran Board Member Resigns District Post to Accept Appointment to Bench

Robert K. Barber one of the initial members of the board of directors, tendered his resignation this month to accept an appointment as judge on the Oakland-Piedmont Municipal Court bench.

Barber served six years as a member of the board and was the only director to serve three successive terms as president, heading the board in 1958, 1959 and 1960. In presenting his resignation, Barber expressed strong satisfaction with the progress of the district and a conviction that the high caliber of the executive staff had in great measure contributed to that success.

Robert K. Barber

Barber added that his service as a board member was one of the most rewarding experiences of his life. It offered priceless opportunity to observe the general commerce and activity of the area and to observe human nature, he said.

A resolution, commending Barber for his long service and expressing appreciation for his leadership, was passed by his former board members at the February meeting.

A practicing Oakland attorney and president and director of the Civic Federal Savings and Loan Association in San Francisco, Barber was elected to the board in 1956 and helped guide the district during its formative stages—which included passage of the $16,500,000 bond issue which put the district into business.

Previously, he worked as an economist for the National War Labor Board, and as research attorney for Chief Justice Phil S. Gibson and for the California Judicial Council. He also assisted in drafting legislation reorganizing lower courts in California.

Barber, 44, lives at 2325 Thackeray Dr., with his wife, Betty, and three children, Terry, 17, Gregory, 13, and Lisa, 10.

Emeryville Wins 'Bogey'

Coffee and doughnuts were "on the house" for operators at the Emeryville division this month after they won the "safety bogey" contest for January with a record of 12,233 miles per accident.

Death Takes Veteran Transportation Workers

Deaths of six pensioners was reported this month, all veterans of early days in transportation.

Henry E. Powell, 83, of 1918 Park Blvd., Oakland, who died Dec. 11, went to work on the street cars in 1906. He was pensioned in 1935.

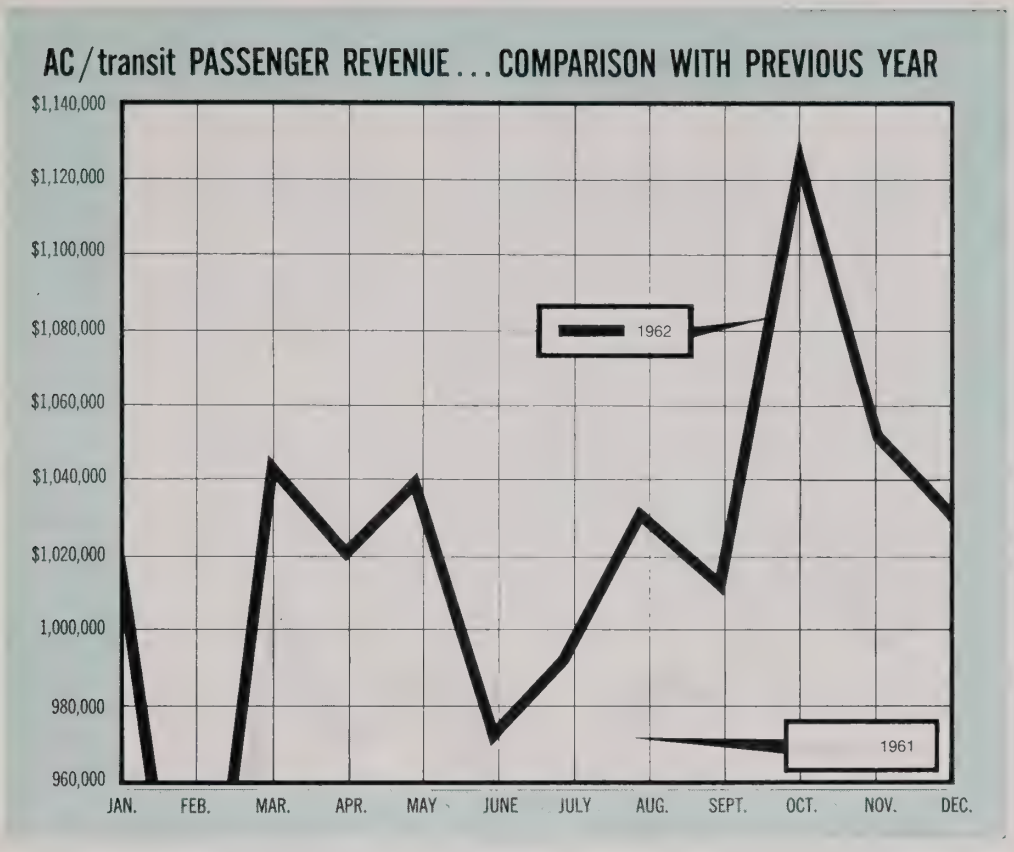
Henry L. Ahrens, 76, of 846 Foothill Blvd., Apt. 1, Oakland, entered service in 1918 and worked on the cars and motor coaches before retiring in 1956. He died Dec. 18.

Joseph V. Barr, 75, electrical department workman, died Jan. 20. He went to work in 1922 and retired Jan. 1, 1951. Mr. Barr lived at 576 Vernon St., Oakland.

A platform man on the street cars, Harry Wilson, 90, of 1124 Evelyn St., Albany, started to work in 1905 and was pensioned in 1929. He died Jan. 14.

Walter D. Fitch, 71, of 1630 70th Ave., Oakland, former janitor, painter, watchman and guard, died Jan. 25. He entered service in 1934, retired in 1958.

Wilburn C. Rissman, motor coach operator pensioned last September, died Jan. 31. Mr. Rissman, who was 66, worked from 1925 until he was retired. His home was at 1715 Talbot Ave., Albany.



Transit patronage continued an upward trend in December, with 4,277,000 riders carried during the month—an increase of 3 per cent over December, 1961.

For the entire 1962 calendar year, the district transported 51,055,000 passengers, representing a gain of 4.5 per cent over 1961 operations.

Transbay commute book sales also were up for December, an increase of 5.9 per cent over a year ago.

The gain of 125,400 bus riders during the Christmas month occurred despite department store sales which showed little if any change from the 1961 level—indicating the "switch from cars to buses" is continuing.

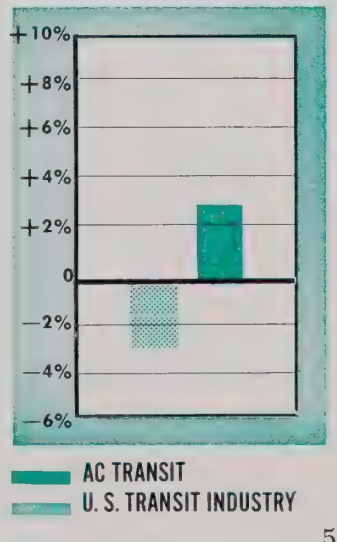
A summary of the nation's entire transit industry showed a 3.3 per cent decrease in riding for the month.

Passenger revenue for December of $1,036,000 plus other income of $60,600 was adequate to meet all operational costs, which were up 3.7 per cent over December, 1961. Income also provided for amortization and depreciation, but was not sufficient for bonded debt requirements, leaving a deficit of $97,600.

Miles operated in December totaled 1,853,300, an increase of 54,600 or 3 per cent. For all of 1962, the district operated 22,273,700 miles, which was an increase over 1961 of 5.3 per cent.

DECEMBER PASSENGERS

Percentage Change from Previous Year



What the Editors Are Saying About Transit

San Leandro Morning News:

Praise For Job So Well Done

One of San Leandro's important civic leaders, William J. Bettencourt, steps down as president of the Alameda-Contra Costa Transit District board of directors tonight.

Bettencourt concludes a successful two-year term on the board of a transit district that has amazed the nation with its startling success. He will continue to serve as director.

In Bettencourt's two years as AC Transit president, the district has seen a startling boost in riders.

The East Bay has discovered it has an excellent transit system and Bettencourt has led it well.

It is not so unusual to see a publicly-owned transit system become such a success in little less than two years of operation.

Not with people of Bettencourt's character and integrity running the operation.

Bettencourt is past chairman of the San Leandro Citizens Development Committee. What this committee is doing to upgrade the city is evident in the downtown revitalization now being started in San Leandro.

San Leandro should be proud it has citizens such as Bettencourt who take the time and effort to make their community a better place for all.

New Workers Rolling with District

AC Transit started off the New Year with a banner batch of new faces in January, most of them at new jobs behind the wheel. They include:

Emeryville Division

Transportation: Leonard Scholar, 316-24th St., Oakland, routine clerk.

Bus Operators: C. H. Thompson, 2571 Oak Rd., Walnut Creek; R. A. Wall, 3398 Moraga Blvd., Lafayette; H. C. Wharton, 29 Nahua St., San Francisco; John Contino, 7218 Orral St., Oakland; Joseph Caldarulo, 312 Adams St., Oakland; E. C. Williams, 181 Belmont Rd., Concord; A. V. Machiano, 2101 Telegraph Ave., Oakland; P. F. Godfrey, 340 Lenox Ave., Oakland; R. F. Buck, 439 Oakland Ave., Oakland; J. A. Goble, 1003 Castro St., San Francisco; Hans Clahsen, 5488 Claremont Ave., Oakland.

Richmond Division

Bus Operators: E. C. Heilman, 1701 Market St., San Pablo; A. F. Ludwig, Bldg. J-Apt. 606, Rodeo; H. E. Ballou, Bldg. C-32, Apt. 194, Rodeo; W. A. Weisshaar, 811 Cerrito St., Albany; E. L. Hentschel, 152 Rose Ann Ave., Pittsburg; S. E. Amtoft, 1069 12th St., Richmond; K. A. Parsons, 324 Heather Dr., San Pablo.

Seminary Division

J. A. Jones, 1687 Junction Ave., Livermore; R. R. Hurtado, 7816 Bancroft Ave., Oakland; J. G. Thompson, 1555 164th Ave., San Leandro; A. O. Nakari, 4844 MacArthur Blvd., Oakland; E. J. Schofield, 1277 Walpert St., Hayward; B. L. Ortega, 2045 98th Ave., Oakland; G. B. Davis, Sr., 1080 106th Ave., Oakland; J. W. Snyder, 36221 Cherry St., Newark; R. E. Angel, 15398 Dormondy Ave., San Lorenzo; M. R. Keith, 391 Estudillo Ave., San Leandro.

FIRST BUS—Carl H. Brooks, who drove the first scheduled bus through the Posey Tube when it opened 34 years ago, was on hand this month to pilot the first scheduled bus through the new estuary tube. This time around, however, wasn't as "awesome" to Brooks as the first.

History Repeats Itself

There Goes Carl Through the Tube Again

A bit of history repeated itself this month when veteran operator Carl H. Brooks, 63, drove the first scheduled bus through the new estuary tube to Alameda – just like he did 34 years ago when the old Posey tube opened on a dark October morning.

There was some difference, though.

When Brooks drove the first motor coach—one of the twin-engines of the 100 series—through the Posey tube on Oct. 28, 1928, it was 5 a.m., he was all alone and it was dim and "scary."

"There were only a few of the globes lit and when I rolled down into the darkness, it gave me kind of an odd feeling," Brooks remembers.

"I didn't have any passengers and there was no other traffic. I was glad to get out on the other side. But after I did it a few times, I got over that funny feeling."

Brooks had a lot more excitement when the new tube opened.

In a last minute flurry, he was picked off his regular run on Berkeley's Line 17 by Supervisor L. L. McDonald and rushed to the Webster St. entrance so he could pilot the first schedule.

Whistles blew, the police whipped into action, Supervisor Fred Hymes stopped the bus and got Brooks aboard. Mrs. Dorothy Lewis, a veteran operator in her own right, graciously gave up the controls and Brooks drove the Line 42 coach through to Alameda. Television and newspaper cameras recorded the event and this time Brooks had company, passengers, plus lines of cars and other buses waiting to follow him through the tube.

Top on the seniority list among the operators, Brooks started with the Key System in 1923 on the street cars, switching over to buses in 1926.

He still has the Posey tube book of traffic regulations handed him in 1928. It contains such reminders that the speed limit was 20 miles an hour, no smoking permitted, horse drawn vehicles were prohibited and "no shouting or boisterous conduct" was allowed.

Symbols Change, But It's Still Transit

From the start of "Key Route" service in 1903 until today's network of bus service, East Bay transportation has rumbled, floated and rolled under a variety of names and a handful of emblems.

For most veteran riders, the "key" emblem was long the most symbolic. Until, of course, AC Transit's insignia entered the field, its streamlined wing, encircled by an oval disc, promising new motion and speed. But it was the "key" that served in some form or other as the main symbol of area transit for some 43 years—during the great—in memory at least—era of train and ferry service and the rattling street car.

It first became identified with the train-ferry commute era when F. M.

"Borax" Smith inaugurated the San Francisco, Oakland and San Jose Railway on Oct. 26, 1903. The first timetable featured a skeleton key, but there was no immediate obvious significance.

But two weeks later, a different key and the lettering "Key Route" gave the symbol some meaning, when the second timetable appeared. It carried the names of Berkeley, Oakland and Piedmont on the "bow," while the "bit" resembled a ferry slip.

The emblem soon grew even fancier; drawings of a commute train, the Key trestle and the Key pier appeared on

the symbol, illustrating the system's role as the "key" to growth and prosperity. The symbol was used on uniforms, ferry boats and buildings, but was never used on either street cars or trains.

During the reign of Key System Transit Co., 1923-29, the old symbol was discarded and a new "flying key" designed, featuring a vertical key, encircled oak tree and eagle-like wings.

This symbol was applied to passenger rolling stock and remained on transbay equipment until 1946. The street car system, however, got a different insignia in 1930—a circle enclosing a portion of the shoreline.

After East Bay Motor Coach Lines merged with East Bay Street Railways in 1934, buses also used a similar emblem, but in hexagonal shape, with a drawing of a coach to add to the confusion. In 1936, under the name of East Bay Transit Co., the emblem was simplified to a circle containing the name and a variation of the "Key System" wings.

After National City Lines purchased the network in 1946, the key symbol no longer seemed appropriate in the light of bus operations and the emblem passed into memory. The shield for Key System Transit Lines was straight up and down business like. It, in turn, was discarded when AC Transit took over on Oct. 1, 1960.

It's Double Retirement--and Travel Fun Ahead--as 'First Couple' Take Pensions

Romance, which blossomed over tokens and transfers at the old central carhouse, had a happy aftermath this month when Mr. and Mrs. David Garfinkle of 2316 12th Ave. both took their pensions and got down to the business of traveling for fun.

The couple—probably the district's first "double" pensioners—have a gypsy spirit in common, as well as a transportation background. They've already made a trip to Oregon and back and will leave soon on a cruise to the South Seas.

And then—if you stay-at-homes can bear it—they plan to take in the World's Fair in New York.

Mrs. Garfinkle—Bertha—went to work for Key System as a streetcar operator in the World War II days of 1942. December cold and some strong urging persuaded her to go into the carhouse as a receiver — and that's where she met David.

"He used to always come to my window. Maybe he just thought I was honest, but I think he was eyeing me some. Then after I went to 50th and Telegraph as chief receiver, he sent a note and asked me to call him. I did and we started dating."

The Garfinkles, who were married in 1953, can tally 65 years of transit between then—and never the same days off. Mrs. Garfinkle also worked as chief receiver at the Seminary division, "gave the trains a whirl," qualified as a bus driver, but spent the past 12 years as a ticket seller at the terminal in San Francisco.

Her husband started on the street cars 45 years ago and switched to the motor coaches when the cars left the streets.

Others who recently have been posted on the pension rolls include:

John Cappa, mechanic A, building maintenance, pensioned Jan. 1. Cappa, who lives at 148 Carmel Ave., El Cerrito, entered service in 1936 as a carpenter.

Ettore A. Picchiarini, mechanic A, in maintenance at the Emeryville division, came to work in 1929 and was pensioned Feb. 1. He lives at 532 Lombard St., San Francisco.

D. J. Van Mourik, 1053 Curtis St., Albany, pensioned Feb. 1, entered service in 1932 and was a utility service employee at Richmond division.

Albert Zucca, 1029 Stannage Ave., Albany, also pensioned Feb. 1, worked with Van Mourik at Richmond. He entered service in 1920.

Joseph Estrella, 2718 13th Ave., motor coach operator at the Seminary division, entered service in 1928 and was pensioned effective March 1.

James T. Hall, 2448 66th Ave., Oakland, went to work as a bus operator in 1941. His pension also is effective March 1, 1963.

Berkeley Validation Experiment Continued

Shoppers will be able to enjoy free bus transportation to downtown Berkeley for another two months while consideration is given to ways of streamlining the experimental "Ride & Shop" validation plan.

The district staff hopes to work with participating concerns to make the plan easier to use by bus-riding shoppers and less complicated to administer.

Berkeley merchants have indicated a desire to continue the plan through the rest of the calendar year. During the initial three months trial from Nov. 15 through Jan. 15, some 10,000 validated tickets were collected on district buses.

ACTIONS OF THE BOARD

At an adjourned regular meeting January 30, 1963, the Board of Directors:

• Directed the General Manager to closely evaluate transbay bus travel time after exclusive bridge transit lane is opened to all vehicular traffic, on motion of Director Warren.

• Directed General Manager to prepare recommendations for future use of Bay Bridge in connection with developing additional patronage on transbay lines, on motion of Vice President Coburn.

• Referred a study of district business expenditures and travel policies to Committee on Finance, on motion of Director Bettencourt.

• Commended Director Bettencourt for his services as President of the Board during the 1961 and 1962 calendar years, on motion of Vice President Coburn.

• Acepted resignation of Director Barber and directed preparation of appropriate resolution, on motion of Vice President Coburn.

* * *

At the regular meeting February 13, 1963, the Board of Directors:

• Referred bids on providing radio equipment to the General Manager and Attorney for study and recommendation, on motion of Vice President Coburn.

• Extended experimental "Ride & Shop" transit validation program in downtown Berkeley for an additional two months, on motion of Vice President Coburn.

• Authorized expenditures not to exceed $5,000 in connection with opposition to Assembly Bill 889, on motion of Vice President Coburn.

• Authorized General Manager to procure service of interior decorator in preparing new general offices for occupancy, on motion of Director Bettencourt.

• Commended former Director Barber for his long and faithful service, on motion of Director Bettencourt.

TRANSIT TIMES

Published monthly by the

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

1106 Broadway

Oakland 7, California

Telephone OLympic 3-3535

BOARD OF DIRECTORS

ROBERT M. COPELAND . . . . . President
Director at Large
WILLIAM H. COBURN, JR. . . . Vice President
Ward I
WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

ADMINISTRATIVE OFFICERS

KENNETH F. HENSEL . . . General Manager
ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . Public Information Manager

9

District Taxes Paid

Taxes deducted from wages of AC Transit employees during 1962 amounted to $1,422,131, according to J. F. Larson, treasurer-controller.

Gross wages paid were $8,980,333.

Of the total in payroll deductions, $1,363,493 was paid to the U.S. Government in income and social security taxes, while $58,638 went to the State in disability taxes.

TRANSIT TIMES

Alameda-Contra Costa Transit District
1106 Broadway
Oakland 7, California

9

Return Requested

BARBARA J HUDSON
LIBRARIAN, BUREAU PUB ADM
UNIVERSITY OF CALIF
BERKELEY 4 CALIF

BULK RATE
U.S. POSTAGE
PAID
Permit No. 2105
Oakland, Calif.

AC TRANSIT
transit-times
For the Good of Your Community
Vol. 5 No. 11 OAKLAND, MARCH 1963

Charter Future of AC Transit Awaits Legislative Action

Whether AC Transit will continue to provide charter bus service—one of its special services to East Bay residents—hinged this month on action by the State Senate.

Assembly Bill 889, which would put the district out of the charter business, was passed by the State Assembly earlier in the month.

The Assembly vote came in the face of strong opposition from East Bay city councils, newspapers, chambers of commerce, labor groups, other organizations and the public itself.

Officials of the transit district summed up their opposition to the bill as follows:

If AC Transit is deprived of revenue from charter operations, the resulting deficit must be made up from the only source available — the public — either through a tax or a fare increase.

In the 1961-62 fiscal year, AC Transit took in nearly $250,000 from charter operations. Net revenue of $77,000 plus credit to the regular operation brought the district a net financial benefit of approximately $130,000.

At the same time, the district provided the public—who owns the system—with the opportunity to charter its own modern, comfortable buses for special trips.

The bill is sponsored by Eastshore Lines, a private charter firm in Berkeley,

(Continued on Page 2)

Rider Gain Among Top In Nation, but Short Of Meeting All Costs

AC Transit maintained its role during the calendar year of 1962 as one of the few major transport properties in the nation to show a healthy and steady patronage gain.

Although the transport industry generally was showing a decrease in passenger revenue, AC Transit tallied up a 5 per cent increase in transbay patronage during 1962 over the year before. East Bay patronage was up 4.0 per cent for the same period.

INSTITUTE OF GOVERNMENTAL
APR 10 1963
UNIVERSITY OF CALIFORNIA

Operating expenses, including labor costs, however, are increasing faster than the growth in passenger revenue, K. F. Hensel, general manager, told directors in a report on the years revenue.

Only one other major transit property showed a similar impressive increase in 1962—the transit system in Seattle, where visitors to the World's Fair were credited with boosting patronage 10.9 per cent over the previous year.

Transit properties generally presented a dismal financial picture, with most showing a decrease in patronage. Chicago surface lines, as example, were down 0.1 per cent, while their rapid transit lines had a decrease of 1.2 per cent; Philadelphia surface lines had a decrease of 2.2 and rapid transit lines, a decrease of 5.2; Baltimore Transit, a decrease of 1.4 and Cincinnati, O., Transit, a decrease of 5.0.

(Continued on Page 4)

Opposition to Charter Bill Mounting

Along with the public, which has sent its own letters urging defeat of the bill which would put AC Transit out of charter bus business, the following local groups have expressed their opposition to the measure:

City Councils

Berkeley, Alameda, Oakland, San Leandro, Emeryville.

Newspapers

Richmond Independent, Berkeley Gazette, Oakland Tribune, Alameda Times Star, Hayward Review, San Leandro Morning News, San Francisco Examiner, San Francisco News-Call Bulletin, Oakland Neighborhood Journal.

Chambers of Commerce

Alameda, Oakland, Hayward, Castro Valley Community Services committee.

Organizations

Oakland YWCA board of directors, Oakland Downtown Property Owners Association, Oakland Citizens Committee for Urban Renewal, Downtown Oakland, Inc.

Labor

Central Labor Councils, Alameda and Contra Costa Counties; Division 192, Carmen's Union.

Outside District Area

City Councils of Bakersfield and Fresno.

City of Sacramento Transit Authority; San Diego Transit Lines, Central Labor Council of San Diego County, Montebello Municipal Bus Lines, Fresno Municipal Lines.

Service Threatened by Anti-Charter Measure

(Continued from Page 1)

and was authored by Assemblyman John T. Knox of Richmond.

Spokesmen for Eastshore lines, in urging passage of the bill, have claimed their charter income is down more than 25 per cent from prior years.

A recent inspection by district personnel of Eastshore financial statements officially on file with the California Public Utilities Commission, however, disclosed the charter firm's revenue actually has increased 100 per cent over the last two reported years.

Sweet Adelines Add Note Of 'Catastrophe' if Bill Sinks Convention Plans

What will passage of legislation prohibiting AC Transit from operating charter buses mean to groups who plan on the service?

One organization, Oakland Chapter, Sweet Adelines, in a letter to the Forum of the Oakland Tribune, said it would be a "catastrophe."

The letter explained the local chapter won the bid for the 1963 convention, which will bring 3,000 "Sweet Adelines" to Oakland from all parts of the North American continent, on the basis of being able to furnish charter bus service between hotels and the quartet competition site.

"We were able to submit a bid . . . because AC Transit could handle same . . . There was and is no other transportation company anywhere in the Bay Area that can handle this properly. We know. We look and looked and looked."

"It is too late for some other city . . . to take over this convention. If this bill passes the name of California will be "mud" to other 15,000 Sweet Adelines and their families in the United States and Canada."

Lost and Found Gets Lost; 'Top Cookie' Crumbles; Time Vanishes, But Honor Pays

This has been a month to remember.

Martha Nielsen, in charge of lost property, for instance, managed to get herself lost. And, of all things, by taking the wrong bus.

Dorothy Torrenga, the "grandma" of the 18 line," had to turn in her title as the district's "Top Cookie." A fall from a ladder put her in the hospital and as she puts it, the cookie is temporarily "crumbled."

A young student made transit history by chewing two hours off his transfer—and then complaining because the operator wouldn't accept what was left.

And an elderly woman, with the heritage sounding name of "Telestar Eagle," gave proof and received proof as to faith and honesty.

Martha, in one of those incidents that result because you're "a little too" early for work, switched her usual ride habits and instead got on an "F" bus to reach her lost and found desk at the Emeryville division. Naturally, it turned out to be an "F" express and Martha ended up in San Francisco.

She jumped off to check the time; operator Mary Ann Marr had to take off without her, leaving Martha to catch the next bus, a Line C coach.

It was a lovely day, Martha reports; she enjoyed her round-trip junket to San Francisco and recommends it for all fellow workers.

She arrived only 20 minutes late, to find her desk piled with umbrellas, an "Express" card taped to her name plate and a few other reminders—including the gift of a "compass" to prevent any further excursions into lost horizons.

Dorothy, who tops the seniority list among the district's women operators, stepped back to admire a painting job she was doing at her sister's house in San Francisco and landed, three rungs down, on what she terms "my driver's seat."

The color — pink. The diagnosis — cracked pelvic bone and three weeks in Merritt Hospital for Dorothy, who was honored by her passengers with a cookie shower last October to celebrate her 20th anniversary as an operator.

The transfer-nibbling rider chewed off his two hours while switching from a Hayward express to an Alameda bound bus. General Offices accepted the remains and presented him with a token—but hopes it now won't have to pass a rule concerning the absent-minded chewing of transfers.

Telestar Eagle dropped by one day to report she was out of funds and asked for a token to get home. It was presented; two weeks later she appeared again to return the token—out of her first day's wages. A few days later, she lost her umbrella and the district was able to return her honesty—and the umbrella. It was waiting at lost and found.

Contract Awarded for Communication System

A contract was awarded this month to Motorola Communications and Electronics, Inc., for furnishing and installing a complete communications radio system for the district, in accordance with FCC regulations to convert old style wide band FM radio to narrow band FM.

The present base station at 1106 Broadway will be abandoned, as will satellite receivers at the Emeryville and Seminary divisions. Instead, a new base station will be installed on Round Top mountain in the Berkeley hills.

Total District Costs Surpass Revenue Despite Outstanding Passenger Growth

(Continued from Page 1)

In California, Los Angeles Metropolitan Transit Authority had a revenue passenger loss of 2.3 per cent; San Diego Transit System, a decrease of 10.3 per cent. San Francisco Municipal Railway showed a slight increase of 0.2 per cent.

Nation-wide, the decrease in revenue passengers averaged out at 1.66 per cent.

Hensel, in reporting on the financial results tallied during the first half of the 1962-63 fiscal year, said for the first time since the district commenced its program of service expansion, revenue collected for each mile operated showed an increase over the same period a year ago.

During the six months period, which ended in December, the district had a net operating revenue of $663,000. Out of this, the district was able to provide $441,000 for new equipment and replacement, Hensel reported. However, the balance was short of meeting bond debt requirements of $608,000, leaving a deficit for the period of $386,000, a deficiency made up by surplus funds carried over from the previous year.

Workers Join Transportation Ranks

New employees who joined AC Transit during February included:

Emeryville Division

Maintenance: Richard E. Parker, 4045 Via Estrilla, Martinez; Abbee S. Lavallee, 2936 Esperanza Dr., Concord; service employees "B."

Bus Operators: Lucio Quintana, 754 20th St., Richmond; H. E. Schultz, 2511 Merritt Ave., San Pablo; H. E. Fulbright, 926 Capitol Ave., San Francisco; W. L. King, 3858-A 24th St., San Francisco; L. L. Longacre, 2066 Central Ave., Alameda; Vincent Avitia, 1037 Everett St., El Cerrito; J. P. Jones, 335 Leavenworth St., San Francisco; J. L. Christensen, 1291 E. 34th St., Oakland; L. F. Smith, 1423 Kains Ave., Berkeley.

Richmond Division

Maintenance: Richard D. Miller, Bldg. K-4, Apt. 633, Rodeo, service employee "B."

Bus Operators: J. M. Walker, 2430 Market St., San Pablo.

Seminary Division

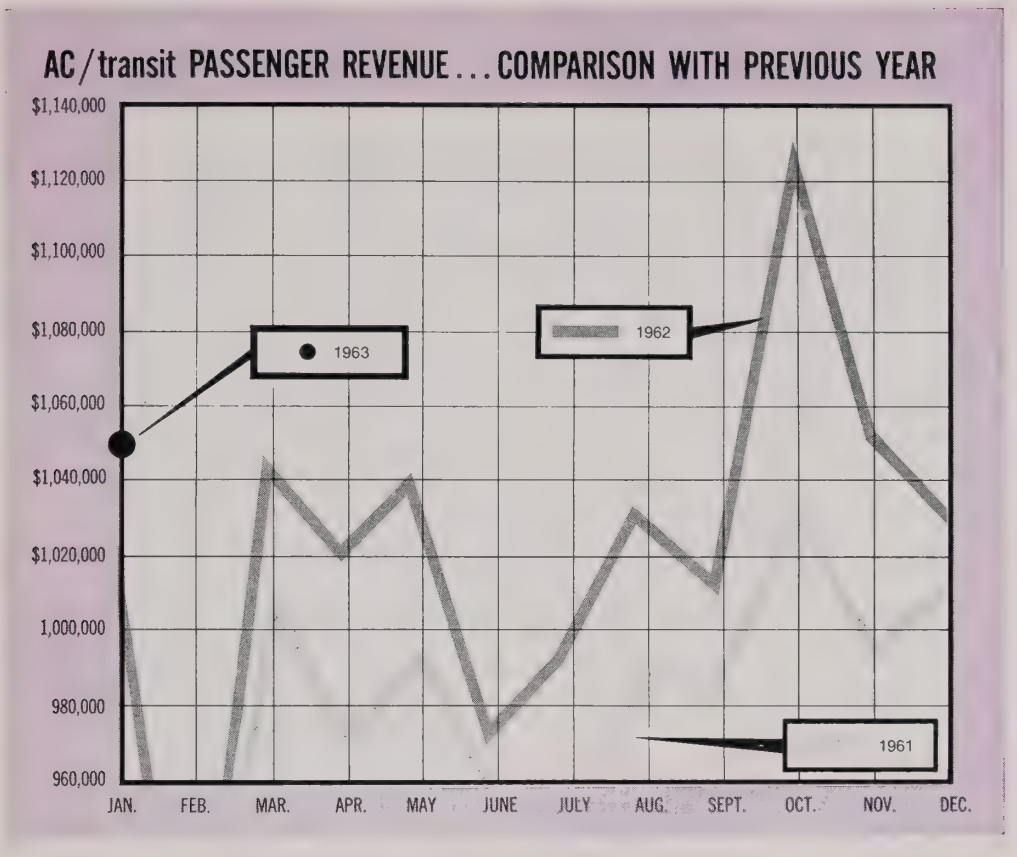
Bus Operators: J. W. Hayes, 20912 Baker Rd., Castro Valley; R. T. Johnson, 3820 Lyon Ave., Oakland; R. L. Carter, 16913 Meekland Ave., Hayward; F. A. Baker, 27797 E. 10th St., Hayward; I. J. Koehler, Jr., 27467 Palmwood Ave., Hayward; Byron Davis, 27693 Sebastian Way, Hayward.

Changes Made, But Not In Information Quality

Changes have been made in one of the district's most important contacts with the public—the telephone information bureau— but the voices and answers are still coming through with the same pleasant efficiency.

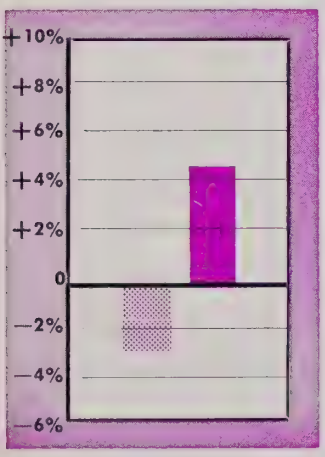
Mrs. Genevieve Parker, member of the department for 24 years and supervisor for the past several years, resigned due to ill health.

Her post as supervisor was taken over Mrs. Zada Malinak, who has been answering transportation questions for 17 years. Rejoining the department was Mrs. Helen Smith, who had resigned after 13 years as an information clerk, but has now returned to fill in the vacancy.



JANUARY PASSENGERS

Percentage Change from Previous Year



AC TRANSIT
U. S. TRANSIT INDUSTRY

Patronage Gains Continue

New customers continued to boost AC Transit's patronage figures during January, with 4,522,000 riders carried during the month, an increase of 4.3 per cent over January, 1962.

Passenger revenue for the month totaled $1,048,330, as compared to January, 1962, when revenue tallied $1,006,019. The revenue gain totaled $42,311,or an increase of 4.2 per cent.

Transbay commute book sales also were up for January, an increase of 6.1 per cent over a year ago.

The nation's entire transit industry showed a 3.3 per cent decrease for the month.

Passenger revenue, plus other income of $67,000, was adequate to meet operational costs of $1,091,000, which were up 6 per cent over January, 1962. Revenues were not adequate, however, to provide for full amortization and depreciation and bond debt requirements, leaving a deficit for the month of $151,426.

Miles operated in January totaled 1,940,431, an increase of 55,373 or 2.9 per cent over miles operated during the same month a year ago.

Bay Area Daily Newspapers State Opposition to Anti-Transit Charter Bill

Berkeley Daily Gazette

"A current bill before the State Legislature would seriously hamper the efficient and successful public transit operation in this area.

"The measure, if passed, would bar the Alameda-Contra Costa Transit District from providing charter bus service. There will be serious problems for every taxpayer and bus patron in the transit district under this bill.

"East Bay residents stand to lose protection of regulated charter rates and the full use of the AC Transit modern buses, which were paid for with public funds. And AC Transit faces loss of $250,000 a year in revenue.

"The burden will fall directly on the local taxpayer . . ."

Tribune Editorial Page

"In setting up the transit district, the public paid for these charter operations as part and parcel of the district's purchase of Key System . . .

"Should the bill now pending become law, AC Transit would be paying more drivers for doing nothing outside commute hours. But more important than this added expense is the loss to the district of the revenue from charter operations . . .

"Either it would have to impose an additional penny on the district tax rate or it would be forced to increase bus fares . . ."

The Morning News

and ALAMEDA COUNTY DEMOCRAT

SAN LEANDRO

"Citizens in the Alameda-Contra Costa Transit District stand to suffer considerably if a bill before the State Legislature is approved. The proposed legislation (Assembly Bill 889) would prohibit AC Transit from operating charter bus service. No other public transit agency is affected by the bill. It has been written specifically to bar AC Transit from handling charter business . . ."

The Daily Review

HAYWARD

"The bill does not pretend to regulate public tax-supported transit districts in the state. It is aimed specifically at one district—AC Transit.

The bill was introduced at the request of a private charter bus operation, whose activities are centered in the north part of the county . . .

"Citizens and taxpayers . . . should help AC Transit directors defeat this bill."

San Francisco Examiner

"The arguments against the measure are many and sound.

"The AC Transit District is publicly-owned, successor to the old private Key System, acquired by purchase. Charter business was one of Key's prime assets, and was part of the deal—a case of the hair going with the hide.

"Moreover, charter operations have been a large factor in successful and efficient AC Management—one of the main reasons AC has been a sound public investment . . .

"A bill more damaging to public interest would be hard to conceive. The Legislature should reject it forthwith."

News Call-Bulletin

"A current bill before the Legislature . . . is a special interest measure which should be defeated . . .

"Passage would amount to confiscation of a part of the district's property, since the charter business was part of the package AC bought from the Key System for $7 million 1959 bond issue. The profitable charter operation helps make up for losses on other lines which it operates as a public service.

The INDEPENDENT

RICHMOND

"Today the district is providing more and better service, it is expanding its lines . . . And the people, as a general rule, are satisfied.

"However, there is a fly in the ointment. And that fly is a bill which has been introduced in the Legislature of Sacramento by Assemblyman John Knox of Richmond. It would prevent the A-C District from chartering its buses to persons, groups or organizations . . .

"The bill . . . would prohibit the district from handling of transportation for school children—if it did not completely eliminate the service. It would curtail activities of students . . . service groups, private organizations and religious groups which now depend on the A-C system for extensive charter movements."

Times Star (Alameda)

"It is highly discriminatory in that it calls for curtailing action against only one public transportation firm in the state . . .

"Already a cross-section of citizen organizations has come out strongly against the bill. On record against the proposed legislation are the Alameda County Central Labor Council, the board of directors of the Oakland Chamber of Commerce and Division 192 of Carmen's Union. The Times Star adds its firm opposition."

Bus Driver Makes Run from Germany to United States--With Stops in Between

By Virginia Dennison

Name it and he's just about done it, not only in a couple of languages but in far corners of the world.

But perhaps Hans Clahsen, 30, bus driver operating out of the Emeryville division, considers the fact that he was courteously nice to a passenger back in 1961 as one of his most rewarding accomplishments.

She was a secretary at University of California, the former Susan Grant of El Cerrito, but she's now Mrs. Clahsen of 5488 Claremont Ave., Oakland and mother of Mike, age 1.

Clahsen is a native of a town near Cologne in West Germany, and a graduate of a German college, with a degree in business administration. He also has quiet determination.

Hans can shrug off the problems of a young boy in wartime Germany. Hunger, for example, was an accepted condition.

After college, Hans joined a German engineer construction battalion organized by the U.S. Army. Except that the men retained a civilian status, they were all-out Army—uniforms, work and all. He learned about heavy equipment, the language and eventually, the problems of being a first sergeant.

After three years, in 1956, he decided to take a look at the United States, migrating the quick way via Canada. A year there and he applied for a visitor's permit, enlisted in the U.S. Air Force, waited for them to expedite his visa and served two years with the "fly boys," in this country and in Spain.

Back in California, he went to work for the Key System in 1959 as a bus driver and remained until 1961, when a job as stock control manager for the Union Oil Company in Anchorage, Alaska, lured him to northern lights.

Six months later, the high cost of living in Anchorage prompted his retreat to sunny Pasadena, where he drove cab while waiting for his citizenship.

CUED IN—Operator Hans Clahsen relaxes between runs at billiards, familiar to him in his homeland, enjoying new social status here.

Clahsen rejoined AC Transit in January and is back again on Line 51—the Berkeley-Alameda line where romance boarded two years ago.

A one-time soccer player and life guard, he has interests in amateur radio stations, fixing cars, and painting pictures—mostly in oils. And he has plans, too, for returning to college and a new degree in this country, probably in languages.

Buses to Operate into Treasure Island

AC Transit will expand its bus service on Line T starting March 31 to operate through the Treasure Island naval base.

The new routing will give civilian and military personnel direct transbay service from key points on the base to both San Francisco and Oakland.

The expansion, made possible by a change in Navy policy, will add 20,000 annual miles to the district's Treasure Island service. It also will be the first time that public bus service is provided into and around the T.I. base.

Buses, which have been stopping at the entrance gate, will now continue into the island, observing nine stops before returning to the entrance and regular bay bridge routing. With this service, personnel will no longer have to walk to the gate or depend on Navy buses to reach AC Transit coaches.

With the expansion, a new fare structure also will become effective, bringing Treasure Island fares in conformity with the rest of the district.

The change, which will help pay for the additional miles of T.I. operation, calls for 25 cents cash or 20 cents token fare between the base and San Francisco or the central zone of the East Bay.

The uniform fare will eliminate the collection problems involved with differentiating between military and civilian personnel and destinations. It also will do away with the need of special tickets or identification cards.

Service will operate generally round-trip between T.I. and San Francisco and T.I. and the East Bay, where passengers will have the usual transfer privileges. A few schedules will provide through service between Oakland, T.I. and San Francisco.

Schedules will be arranged to coincide with working hours and also, with off-base activities of personnel. Stepped up service will be provided at night and on week-ends.

IN MEMORIAM

Mrs. Ellen M. Enos, one of the veteran employees of the network and secretary to D. J. Potter, transportation manager, died on Feb. 27 after a brief illness.

Mrs. Enos, long one of the respected and expert workers at the Emeryville division, started with Key System in 1939 as a senior clerk in the operating department. Survivors include her husband, George, a Southern Pacific employee, of 1324 Devonshire Ct., El Cerrito.

The deaths of four pensioners also were reported during the month. They are Hector A. Brizard, 83, Edwin H. Arnold, 80,

Mr. Brizard, who died Feb. 12, entered service in 1919 and was pensioned in 1944. He lived at 1053 Alcatraz Ave.

Mr. Arnold, former operator at Central carbarn and later a ticket collector at the San Francisco terminal, died March 9. He entered service in 1922 and was pensioned in 1947. Mr. Arnold lived at 754 Rand Ave., Apt. 3.

John Maranzano, 70, of 1319 Talbot Ave., Berkeley, died March 16. A one time track walker, mechanic and maintenance man, he worked from 1921 until his retirement in 1958.

George Rouiller, 67, who entered service in 1917, died March 18. Mr. Rouiller, who lived at 16097 Mateo St., San Leandro, formerly was president and business agent of the maintenance union, Local 818. He also was a member of the executive board of the Carmen's Union.

A veteran of World War I, Mr. Rouiller entered service in 1917 and held various positions in a maintenance capacity before his retirement in 1957.

Early Electric Car Provided S

There was a time, according to rail historians, when employees of Oakland's first electric street car line had a rare sort of privilege.

They could make their final trip in fitting style, in a draped funeral car that served as a hearse for the last journey to St. Mary's Cemetery at the head of Howe Street.

The Oakland Consolidated Street Railway—which started as the Oakland and Berkeley Rapid Transit Company – apparently provided this service, however, only briefly.

The cemetery branch of the line was completed in October, 1892, about a year and a half after the railway gave amazed residents their first electric transit between Oakland and Berkeley, according to Frank Rigney, a street car historian.

After F. M. "Borax" Smith gained control of the "broomstick" line in 1898 and completed electrifying the cable railway on Piedmont Ave., the cemetery branch was abandoned and with it, the funeral parlor streetcars.

But Rigney is among the few who can recall the trolley, trimmed with flags and draped in black bunting, rolling into the Catholic cemetery on a private right-of-way which bordered the Mountain View Cemetery fence line.

Although the line evidently was used for a funeral from time to time, its main purpose was, of course, to take passengers to the cemetery—usually with their arms filled with flower bouquets.

Even after the Piedmont Cable road provided a more direct route, people preferred the longer ride via Grove St. and

DAY OF MYSTERY—Car No. 4 of Oakland's first electric line stands with solemnity on a private siding at St. Mary's Cemetery during the 1890's, but the occasion remains a mystery. It could have been serving as a funeral car – or for another occasion of mourning. In background is Mountain View cemetery.

pecial Privilege

the 40th St. branch to the cemetery—the electric idea had taken the public's fancy.

The cemetery branch, one of many on the Oakland Consolidated, ran from Grove on 40th to Opal, north to 41st, east to Howe and north into the cemetery on the private right-of-way, according to Rigney. The right-of-way is still discernable as a narrow driveway to the right of the main gate.

The iron railing which bordered the rails and separated St. Mary's Cemetery from Mountain View still remains today, as does a house, whose gingerbready details shows faintly in the background of a photograph taken of the funeral car on an unknown date.

The role of Car No. 4 on that day is something of a mystery. It could have been serving as a hearse for one of the departed employees of the line. But faint lettering on some of the flags, lapel ribbons and the lack of female mourners indicate another possibility—perhaps a Memorial Day pilgrimage.

In any case, it was a day of solemn faces, mustaches, derbies, watch chains and a type of transit no longer provided —with or without bunting.

John Waller, Transit Veteran, Takes Pension

John E. Waller, who came to work for the Key System in 1939 in the electrical department and switched over to motor coach operator in 1958, will retire from AC Transit effective April 1. Waller lives at 6007 Dover St., Oakland.

More Information

A note or phone call to the transit district—OLympic 3-3535—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

Directors Continue Pattern of District Service Improvements

Improvements to Line L, one of the district's fastest growing transbay lines, were under study this month by the board of directors.

Expansion proposals include:

- Direct, peak-hour commute service between El Sobrante and San Francisco, to provide a better service pattern.
- Changing of the present midday headway of Line L from 35 minutes to 30 minutes, as recommended in original reports by De Leuw, Cather & Co. engineers.
- Extension of Line L to provide seven days a week and night time service to the Willamette Iron and Steel Co. area at the foot of Canal Blvd. in Richmond. The extension would augment peak-hour operations provided by Line 72-C to give regular transit to 1,000 employees in the area and to an equal number of crewmen from ships in the area for repairs.

Officials of the steel company have agreed to guarantee sufficient revenue to circumvent any possible losses.

Other service improvements given the green light during the month include the addition of eight bus schedules to Line F-Shattuck Ave. in Berkeley, starting April 1, to serve new customers using the transbay service during morning, afternoon and evening hours, both westbound and eastbound.

An improved pattern of service also was inaugurated on Line 46-Arthur-Olive St. to provide service along Bancroft Ave. between 82nd and 90th Aves.

Also under consideration by the board is abandonment of midday shuttle service on Line H-Sacramento St., due to lack of patronage and the fact the shuttle, for the most part, is duplicated by service on other lines.

ACTIONS OF THE BOARD

At an adjourned regular meeting February 27, 1963, the Board of Directors:

- Referred bids to furnish diesel motor coaches to General Manager for analysis and recommendation, on motion of Director Bettencourt.
- Referred request for special college student fares to Project Development Committee for study, on motion of Director McDonnell.
- Referred suggestions of North Richmond Neighborhood Council on revisions to Line 69 to Project Development Committee, on direction of President Copeland.
- Awarded contract to Motorola Communications & Electronics Inc., for furnishing and installing communications radio system, on motion of Vice President Copeland.
- Referred Oakland central area survey proposed by Central Business District Association to Finance Committee for recommendations, on motion of Director Bettencourt.
- Approved service changes on Lines 46, 68, 69, H and Treasure Island, on motion of Director Bettencourt.
- Authorized plans and specifications for board of directors meeting room at new district offices, on motion of Director Bettencourt.

* * *

At the regular meeting March 13, 1963, the Board of Directors:

- Authorized General Manager to prepare bid documents for bus fleet tire contract, on motion of Vice President Coburn.

TRANSIT TIMES

Published monthly by the

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

1106 Broadway

Oakland 7, California

Telephone OLympic 3-3535

BOARD OF DIRECTORS

ROBERT M. COPELAND . . . . . President
Director at Large
WILLIAM H. COBURN, JR. . . . Vice President
Ward I
WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

ADMINISTRATIVE OFFICERS

KENNETH F. HENSEL . . . General Manager
ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . Public Information Manager

9

New District Look

General offices will take on its newest "new look" when it moves into the Latham Square Building at 16th St. and Telegraph Ave. about April 15.

The district will occupy the third and fourth floors after completion of extensive remodeling and redecoration.

On the third floor will be executive offices, public meeting room for the board of directors, and claims department offices.

The fourth floor will have customer services and ticket office, including lost and found, plus accounting, payroll, tabulating and treasury.

TRANSIT TIMES
Alameda-Contra Costa Transit District
1106 Broadway
Oakland 7, California
9
Return Requested

BULK RATE
U.S. POSTAGE
PAID
Permit No. 2105
Oakland, Calif.

BARBARA J HUDSON
LIBRARIAN, BUREAU PUB ADM
UNIVERSITY OF CALIF
BERKELEY 4 CALIF P

transit-times
For the Good of Your Community
Vol. 5 No. 12
OAKLAND, APRIL 1963
APR 30 1963

Washington Township Transit Plan Unveiled; New AC Director Named

Public Report Made on Tri-City Bus Network

Public presentation of a transit plan for the cities of Fremont, Newark and Union City was held this month to outline engineering proposals which were designed to help solve the transportation needs of Washington Township.

The plan, reported by the San Francisco engineering firm of De Leuw, Cather & Co. after an eight-month study, proposes inauguration of four local bus lines in the tri-city area and annexation to the AC Transit District.

The proposals were formally presented by the engineers at a public meeting at the Newark High School. Invited to the meeting were the city councils of the three cities, the board of directors of AC Transit and the public.

The report, result of a study undertaken last August and jointly financed by the three cities and the transit district, was presented earlier in the month to the city councils, district directors, and made available to area newspapers.

The proposed network would provide the first public transit for the township and would connect all major residential and commercial districts—tying closer together an area encompassing 113 square miles, and a population of 90,000 residents.

(Continued on Page 2)

Ray H. Rinehart Takes Seat on District Board

Ray H. Rinehart. 51, certified public accountant with experience as a laboring man, business executive and in public service, has been named to AC Transit's board of directors to fill out the unexpired term of Robert K. Barber, who resigned.

Barber, veteran board member, left the district to accept an appointment to the Oakland-Piedmont Municipal Court bench.

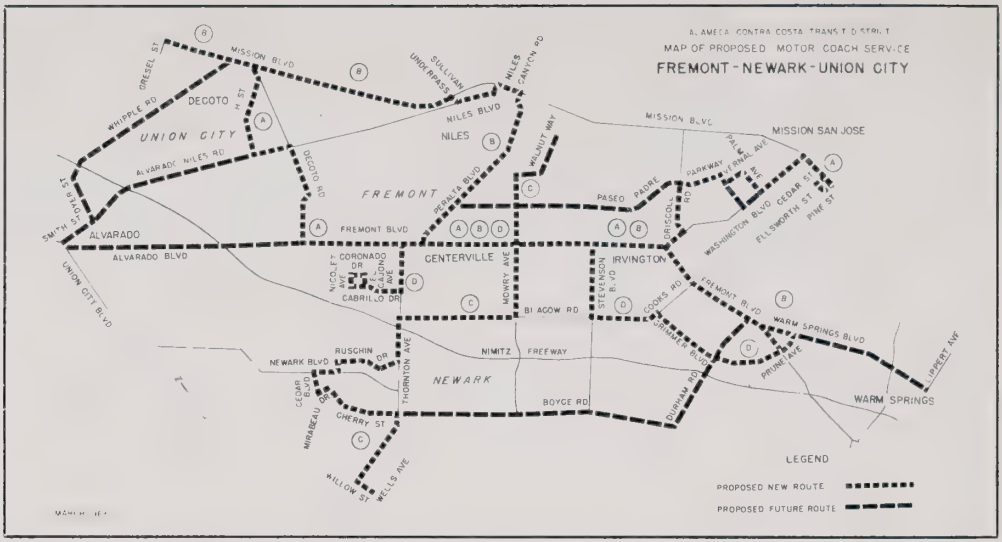
After directors announced Rinehart's appointment, Judge Barber administered the oath of office to his successor. Rinehart's term will expire January, 1965.

A one-time truck driver who became a certified public accountant in 1957 after years of working as a public accountant and taking graduate studies in business law and accounting, Rinehart was chosen out of 15 candidates.

Board president Robert M. Copeland commended the new director as a member with knowledge and experience on "both sides of the fence"—as a one-time truck driver and as a representative of employers.

Copeland added the directors felt Rinehart had "training, experience and interest in financial matters and in fields

(Continued on Page 5)



PROPOSED SERVICE: Four new bus lines, proposed for Washington Township, would follow the suggested routing indicated on above map to bring public transportation to all sections of southern Alameda County area. Lines would connect all major residential and commercial districts.

Annexation to AC Transit Proposed

(Continued from Page 1)

The plan was designed to bring bus service to within half-a-mile walking distance of all homes in the developed areas, giving each city and outlying areas bus transportation to shopping centers, public buildings, many of the schools, hospitals and other important facilities— as well as to neighboring communities.

Two of the four proposed lines would connect with present AC Transit service at Fairway Park, providing a direct link to existing public bus service throughout the East Bay and to San Francisco.

The proposed service could be expected to result in a deficit operation for at least the first five years, but could be subsidized at a cost to each resident of approximately $2 a year— "a small price to pay for the benefits and advantages of transit service," in the opinion of the engineers.

Plans for extending the initial bus system as the area develops and patronage increases also are included in the report.

The initial four lines would have a common transfer point in Fremont at Fremont Blvd. and Mowry Ave. Service on three of the four lines would overlap along Fremont Blvd. to provide more frequent headway. Two of the lines would serve the new General Motors plant. Each line would be routed to give the entire area service which the engineers felt was essential if the township was to continue its growth.

The plan for operation was developed along the type and amount of service presently provided in the southwest Hayward suburban area by Lines 90, 91, 92 and 93, because of similarity of conditions between the two south county sections.

At the public meeting, De Leuw, Cather engineers described how the report was made, the transit needs of the area, a plan for transit operation, estimates of operating and financial results, and suggested method of implementing the proposed program.

Alameda and Contra Costa Supervisors Join Opposition to Bus Charter Bill

Boards of supervisors in Alameda and Contra Costa County have joined the long list of opponents urging defeat of a bill which would put AC Transit out of the charter bus business—at the expense of the public.

The two boards officially voted to oppose the legislation after a detailed study into its purposes and effects.

The bill, sponsored by Eastshore Lines, a private charter firm in Berkeley, was passed by the State Assembly last month.

It was scheduled to be heard by the Senate's Governmental Efficiency Committee on April 25. The committee is under the chairmanship of Luther E. Gibson of Vallejo.

The legislation would prohibit AC Transit from operating charter bus service, depriving the district of this source of revenue. The resulting deficit would have to be made up through a tax or fare increase, if the bill is approved.

The El Cerrito and San Pablo City Councils added their opposition to the bill during the month, joining similar stands taken by City Councils in Berkeley, Alameda, Oakland, San Leandro and Emeryville.

Also on record against the measure are nine bay area newspapers; chambers of commerce, organizations, labor groups, and civic and transit representatives outside of the district.

The district, in its opposition, has pointed out that revenue from charter bus operations last year covered the operating loss from four new bus lines.

Slightly more than $241,000 was collected through charter operations in the last fiscal year, of which about $77,000 represented net operating revenue. There was a net financial benefit to the district of approximately $130,000 however, through use of drivers and equipment that otherwise would have been idle.

The bill also has been attacked as being "flagrant discrimination" in that AC Transit was the only one of 16 publicly owned transit districts named in the legislation, although all are entitled to operate charter service.

Approval will not only prevent the public from chartering its own buses, but also will adversely affect school children. Some 42 percent of the district's charter operations last January, for example, involved carrying students to athletic or other events which would be banned by the proposed legislation.

New 'Park & Ride' Site Set for San Leandro

Plans for the district's second Park and Ride facility, to be located in San Leandro, were in the working stage this month.

The new facility will be located at East 14th St. and 136th Ave., on property owned by the San Leandro School District.

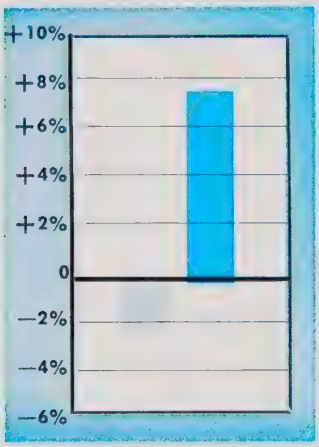
The district will level off the site to provide parking for about 50 cars. Use of the property was authorized rent-free until the school district sells the land or makes other plans for its use, after which the transit district must vacate the lot within 60 days.

Directors approved the proposal on the basis of the success of the first Park and Ride Center, at Berryman and Henry Sts. in Berkeley.

District officials indicated another San Leandro location would be established if the experiment in San Leandro proves a success but the transit district is forced to give up the school property.

Riders Make February Banner Month

FEBRUARY PASSENGERS
Percentage Change from Previous Year



Despite rainy and cold weather, a record number of new riders joined AC Transit's growing family during February, boosting the passenger count to 4,054,320, an increase of 7.9 percent over the same month in 1962.

Although it rained seven days out of the 28 days in the month, passenger revenue totaled $950,689, as compared to February a year ago, when revenue tallied $877,995. The gain in revenue totaled $72,694, or an increase of 8.3 percent.

Transbay commute book sales also were up for February, an increase of 6.8 percent over a year ago.

The nation's entire transit industry continued to show a decline and was down 2.1 percent for the month.

Passenger revenue, plus other income, totaled $1,020,870 and was adequate to meet all operational costs of $999,370, which were up 6.3 percent over February, 1962. Revenues were not adequate, however, to cover all expenses, including amortization and depreciation and bond debt requirements, leaving a deficit for the month of $154,711.

Miles operated in February totaled 1,718,212, an increase of 48,324 or 2.9 percent over the same month a year ago.

Streamlined 'Ride & Shop' Plan to Continue

Shoppers can expect free-round-trip bus transit to downtown Berkeley for the rest of the year under a streamlined "Ride & Shop" validating plan approved this month by Berkeley merchants.

Extension of the plan for the remainder of the calendar year and inauguration of a simplified system, whereby validated coupons will be replaced by tokens, was scheduled for approval later in the month by transit directors.

Started last Nov. 15 for a two-months trial period with 31 participants, the plan now has 44 firms taking part.

Shoppers will continue to get their Ride & Shop" coupons from operators on any bus line operating to or through Berkeley. Upon presenting the coupon at a participating concern after a minimum purchase, however, the shopper will be given a bus token, instead of receiving a validated ticket, for deposit in the fare box.

The new system will give the merchants an accurate check on the plan, while accounting procedures at AC Transit will be considerably simplified. It will also save the procurement expense of special rubber stamps made for validation use.

Tokens will be issued initially to each firm on consignment. Merchants may replace their supply by purchase either at district headquarters or at downtown Berkeley banks which have agreed to handle the exchange.

Similar plans for offering free bus transit to shoppers are now being considered by merchants in Richmond and downtown Oakland.

During the first four and a half months of the plan's operation, Berkeley shoppers dropped 12,000 validated tickets in district fare boxes.

Certified Public Accountant Appointed To Fill Out Term on AC Transit Board

(Continued from Page 1)

of business and community service which will be of special and invaluable assistance to the board."

Rinehart started his accounting studies while serving in the South Pacific with the Merchant Marine during World War II, receiving a license as a public accountant in 1945. He was a board member and past district governor of the Society of California Accountants and currently is legislative chairman of East Bay chapter, California Society of Certified Public Accountants.

Rinehart is past president of the Oakland Serra Club; a member of the board of directors of St. Vincent's Day Home and the Serra Center for girls; treasurer of the Alameda County Central District of the Diocesan Council of Catholic Men and the Boy Scouts of America, Troop 6, Piedmont Council.

Rinehart, who will be a director at large, lives at 180 Sandringham Rd., Piedmont, with his wife, Patricia. They have two sons, Gary, 27, and James, 12.

NEW DIRECTOR—Ray H. Rinehart, 51, takes oath of office as director at large on district board from his predecessor, Judge Robert K. Barber, who recently resigned to accept bench appointment.

New Workers Welcomed to District

March turned out to be a banner month for new employees, with the following joining other AC Transit workers:

Emeryville Division

Stores: George Austin Akers, Jr., 5695 College Ave., Oakland, parts clerk.

Maintenance: Max Berger, 27810 Orlando Ave., Hayward, service employee "B."

Transportation: Terrie Ann Leonetti, 174 - 41st St., Oakland, junior typist clerk.

PBX-Information: Barbara Marie Marquardt, 20879 Wilbeam Ave., Castro Valley, part time clerk.

Bus Operators: J. F. Burris, Jr., 560 Presidio Ave., San Francisco; G. R. Ratliff, 4291 Carter Ct., Oakland; A. L. McGehee, 2326 E. 14th St., Apt. 1; Hartsell Ballard, 927-S 55th St., Richmond; R. E. Dunigan, 929-D 55th St., Richmond; F. L. Collins, Jr., 11658 Diaz Dr., Fremont; C. W. Tidwell, 1428 - 44th Ave., Oakland; Richard Hayes, 101 - 17th St., Apt. 4, Oakland.

Richmond Division

Bus Operators: B. J. Brewer, 149 Chanslor Circle, Richmond; B. J. Simpson, 3141 Groom Dr., Richmond, R. E. Hardy, 1712 Dunn Ave., Richmond; W. D. Smelser, 1213 - 23rd St., San Pablo; K. R. Miller, 551 S. 26th St., Richmond.

Seminary Division

Maintenance: Lorentz Fulop, 3219 Central Ave., Alameda; Tommy J. Garrard, 2209 Woolsey St., Berkeley; Norris Russell Hinton, 52 Celia Dr., Pleasant Hill, service employees "B;" Lester Victor Vanoni, 3049 Ponderosa Dr., Concord, service employee.

Bus Operators: H. C. Gilmore, Jr., 736 Blaine Way, Hayward; C. D. Beston, 1259 - 99th Ave., Oakland; Paul Krause, 2001 - 45th Ave., Oakland; H. R. Bauer, 27636 Havana Ave., Hayward; V. G. Walker, 1122 - 60th Ave., Oakland; D. C. Grigsby, 791 San Pablo Ave., Sunnyvale; R. W. Brocklesby, 1220 Walpert, Apt. 20, Hayward.

Ticket Office to Handle Passenger Transit Needs At Downtown Quarters

AC Transit moved its general headquarters to the Latham Square Building at 16th and Telegraph Ave. over the Easter week-end, providing both the public and its workers with more modern and efficient facilities.

With the move, residents were provided with all their transit needs at one location, with a ticket office and customers' service bureau located on the fourth floor.

The ticket office is handling dispensation of timetables, schedules and other routing information, along with sale of tokens, transbay commute books, transbay tickets, Sunday passes and school tickets. Lost and Found also was moved to the ticket office.

Information calls will continue to be handled through the district number of 653-3535. The administrative offices were assigned a new telephone number, 654-7878.

President Copeland Names Committees

Board President Robert M. Copeland has appointed the following committees of the board of directors to serve during 1963:

Finance: John L. McDonnell, chairman; William E. Berk, Ray H. Rinehart.

Personnel and Public Relations: William J. Bettencourt, chairman; William E. Berk, Ray H. Rinehart.

Project Development: E. Guy Warren, chairman; William J. Bettencourt, John L. McDonnell.

Copeland and William H. Coburn, Jr., vice president of the board, will serve as ex-officio members of all committees.

It's All in the Toot!

The Man Behind the Horn is the Man Behind the Wheel--a Tuneful Veteran

By Virginia Dennison

Remember when music was sweet and Horace Heidt had one of the most famous bands? And if you could get enough cash together, the thing to do was to go to the Claremont Hotel and drift melodiously into romance?

The handsome man behind the saxaphone and clarinet might have a familiar look. He's still with us, as Edwin W. Derbidge, but he toots a different horn these days—on Line 11—Oakland Ave. as a veteran AC Transit bus operator.

While Derbidge may be recalled by many as a musician who blew mighty sweet notes with well-known bands, he also made history on the other end of the scale some 28 years ago by accidentally taking—and surviving—a 2 a.m. pitch off the Key System pier into the bay. Luck trumpeted on his side that night.

Derbidge, who had put down his musical instruments for a transportation career in 1935, was working as night watchman at the Key pier.

He heard a noise, peered over the edge and the timeclock around his neck pulled him off balance and into the water. A heavy overcoat, mackinaw, gloves, boots, the timeclock and a strong tide soon proved he couldn't make it to a nearby hawser. But he did just manage to splash furiously to a piling and hang on.

The second mate on the ferry San Leandro hear his cries, put out a tender and dragged in the sodden Derbidge just in time. It was pay day, too, but his cash, as well as clothes, dried neatly in the San Leandro engine room.

Despite his initiation, Derbidge decided that transportation was in the blood. His grandfather was a railroad superintendent in England; his father, the late Edwin G. Derbidge, drove a horse car in San Jose in 1894 and later had a long career with Key System before his retirement in 1939.

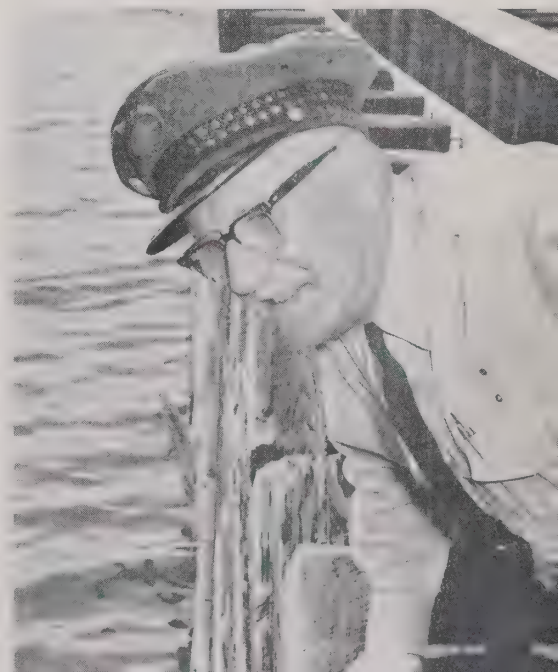
After a stint on the pier, the son moved over to the Ferry Building to serve as bridge tender and ticket seller.

He well remembers the cold West Tower on Treasure Island during the 1939-40 Exposition as night dispatcher.

Later he was dispatcher when all buses operated out of 45th and San Pablo. Another of the operators with a special following, Derbidge worked 10 years on the Alameda Naval Air Station Line 42 and for the past two years, on the Oakland Ave. line.

He and his wife live at 561 - 40th St., while his daughter, who played her father's clarinet in the Oakland Tech High band, is now Mrs. Susan Huelter of Campbell, with Rickie, 4 and Chris, 2. And the tooting done these days is about those grandsons.

IT'S STILL WET — Ed Derbidge has been careful about piers since he took a nosedive off old Key System ferry slip.



ACTIONS OF THE BOARD

At an adjourned regular meeting March 27, 1963, the Board of Directors:

• Appointed Ray H. Rinehart to fill unexpired term of resigned director Robert K. Barber, on motion of Director McDonnell.

• Appropriated $1000 toward cost of development plan study for Oakland central business district, on motion of Director Bettencourt.

• Authorized removal of midday shuttle service on Line H, extension of Line L service, extension of Berkeley Ride & Shop plan for 30 days, establishment of park-ride facility in San Leandro, and denied request for reduced fares for college students, on motion of Director Bettencourt.

* * *

At the regular meeting April 10, 1963, the Board of Directors:

• Amended rules for procedure to officially move offices of district to Latham Square Building, 508 - 16th St., Oakland, on motion of Director Coburn.

• Denied request of Fielder, Sorensen & Davis, Inc., to install advertising frames on front of district buses, on motion of Director Bettencourt.

• Approved appointment of General Manager to American Transit Association committee on nominations and his attendance at a meeting of the same committee in New York in June, on motion of Director Coburn.

TRANSIT TIMES

Published monthly by the

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Latham Square Building
508 Sixteenth Street
Oakland 12, California
Telephone 654-7878

BOARD OF DIRECTORS

ROBERT M. COPELAND . . . . President
Director at Large
WILLIAM H. COBURN, JR. . . Vice President
Ward I
RAY H. RINEHART . . . Director at Large
WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III
WM. J. BETTENCOURT . . . . Ward IV
E. GUY WARREN . . . . . Ward V

ADMINISTRATIVE OFFICERS

KENNETH F. HENSEL . . . General Manager
ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . Public Information Manager

9

Midday Shuttle on Line H Abandoned

Midday shuttle service on Line H-Sacramento St. was discontinued April 8, after a traffic study showed it was carrying less than one passenger per trip and, for the most part was duplicated by service provided by other lines.

The abandonment did not affect the Line H transbay peak-hour service.

Previous to abandonment, notices were posted on buses and coach stops, patrons were informed of the pending action and the matter reviewed at meetings of the AC board of directors and the Berkeley City Council.

TRANSIT TIMES
Alameda-Contra Costa Transit District
Latham Square Building
Oakland 12, California

Return Requested

9

BULK RATE
U.S. POSTAGE
PAID
Permit No. 2105
Oakland, Calif.

AC TRANSIT transit-times

For the Good of Your Community

Vol. 6 No. 1 OAKLAND, MAY 1963

Governor Vetoes Bill Banning AC Transit Charter Bus Service

A bill which would have legislated AC Transit out of providing charter bus service was vetoed this month by Governor Edmund G. Brown.

His action killed the measure which would have prevented the public from chartering its own buses, lopping an important source of revenue from district operations.

The Governor pointed out in his veto message that to remove this source of revenue from AC Transit at the expense of the taxpayer "for the benefit of private concerns who have been unable to meet the public's over-all transportation needs, is an unwarranted imposition on the local taxpayer and commuter."

The bill had been sought by private bus operators, who charged that district charter operations were an intrusion into private business.

In Public Interest

The Governor, in answer, said he had concluded that "the greater public interest favors encouragement of efficient and economically sound systems."

"Privately owned transportation generally has been unable to provide a comprehensive system of mass transportation," he pointed out.

To sign the measure, he said, would be to place "in jeopardy the opportunity to establish a comprehensive Bay Area

(Continued on Page 3)

New Bus Bids Rejected Pending Study on Motor Coach Advancements

Before AC Transit spends an estimated $855,000 for new equipment, district directors have decided to study motor coach improvements, including a refined rear door exit, better interior lighting and contour seats.

The directors, who earlier in the year called for bids on 30 new buses, with an option for another 30 to be ordered when needed, decided to reject the bids presented by two manufacturers.

Studies Ordered

Instead, they ordered studies to be made into a new power-assisted push type door which retains the safety features of the rear door exit already in use, but opens at finger-touch control.

Officials also are interested in a new approach to glare-free fluorescent lighting, which would improve reading facilities, give a luminous effect and enhance interior advertising space.

The directors concluded a recently developed contour-type seat called for in specifications needed further refinement before substituting it for the present seat model.

An opinion by Robert S. Nisbet, AC attorney, also cast doubt on legality of one of the bids. The board held elimination of the bid could jeopardize the competitive aspects of the bidding process.

(Continued on Page 2)

Public Help Asked in Locating Historical Plaque, Missing in Move to New Offices

A plea for "public sleuthing" failed this month to turn up the F. M. "Borax" Smith plaque, which disappeared while the district was moving its general headquarters from one part of downtown Oakland to another.

The plaque, irreplaceable as a historical treasure, apparently was taken from the lobby at the former offices at 1106 Broadway after workers carefully removed it from a marble niche in the lobby and left in unguarded.

It was to be hung in a prominent place at the new offices in the Latham Square Building, 16th and Telegraph, as perpetual memorial to the founder of the "Key Route" and the man responsible for the beginnings of today's network of public bus transportation.

Although it was missed immediately, the district did searching on its own before turning to the public for help. Newspaper and radio publicity brought a number of inquiries but no hints as to its whereabouts.

The memorial, which weighed about 60 pound, has little monetary worth, but is of immeasurable value as a monument to the visionary builder who gave the East Bay its first practical commute system and its trolley car network.

The plaque was presented to the Key System at the first annual Founder's Day luncheon given by the Oakland Junior Chamber of Commerce at the old Hotel Oakland on Oct. 24, 1933. It honored the 30th anniversary of the first train which left Berkeley Station at 1 p.m. on Oct. 26, 1903, connecting with the ferry Yerba Buena for San Francisco.

Along with paying tribute to Smith, the plaque carried the names of Edward M. Boggs as engineer of construction; James J. Potter, superintendent; George C. Ballantyne, motorman on the first train; Mathew C. Mitchell, conductor, William A. Rasmussen, ferry captain, and August Mausshardt, engineer.

MISSING TREASURE — Plaque honoring F. M. "Borax" Smith, which disappeared during move of district offices.

Emblazoned was a profile of Smith and a panorama of his activities, ranging from Death Valley "20 mule team" borax days to the first Key service.

Improved Exit, Better Lighting to be Studied

(Continued from Page 1)

General Manager K. F. Hensel was authorized to negotiate for purchase of 30 new 51-passenger coaches as soon as the study is concluded. Hensel also was directed to secure new specifications and invite proposals for new bids if negotiations are not successful.

Brown Upholds AC Transit Charter Rights

(Continued from Page 1)

transit system that is economically sound."

"I can therefore see no reason to divorce the profitable position of public transportation from the unprofitable and give the benefit to private concerns when it is the total service concept that in the long term is of major concern," the Governor concluded in his veto message.

The bill, which would have forced district residents to dig into their pockets to make up the resulting loss of revenue, passed the Assembly by a 61-8 vote, but barely cleared the Senate with the minimum of 21 favorable votes.

The measure aroused almost unanimous opposition from city and county officials in the district, from representatives of merchant, business, civic and labor organizations, from school boards, newspapers and the public generally—a united stand noted by Governor Brown in his refusal to sign the bill.

These groups reported that AC Transit, in purchasing new equipment and improving service, was operating at a net deficit which exceeded $425,000 for the 1961-62 year and would be matched by a similar deficit this year.

"This deficit now borne by the property owners of the district would be substantially increased if charter operations were prohibited," the Governor noted.

The district had estimated it would lose approximately $250,000 a year in gross revenue if it could not provide charter service.

The Governor also noted the charter operations were included in the price the district paid when it took over the Key System and the measure "would destroy this investment made by the taxpayers of the district."

Air Conditioning Ready for Hot Weather

Everything was "go" this month on AC Transit's air conditioned transbay and East Bay express buses, with units ready for use as soon as temperatures soar.

Units on the 112 air conditioned coaches were turned on and put in operating condition for a "May Day" deadline, which as far as the district is concerned, marks the expected beginning of summer weather.

Operators, who also enjoy the opportunity of riding "cool and comfortable," have the choice in switching the units on or off as the thermometer indicates, a task sometimes complicated by the "ups and downs" that occur in temperatures on transbay trips.

The air-conditioned buses, costing $3,700,000—a West Coast innovation in transit operation—gives passengers a pleasant 68 degree ride when weather outside can be blistering the streets.

The cooled buses are assigned to transbay lines, intercity express Lines 30, 32, 33, 34 and 36 and to schedules on Lines 80, 81, 82 and 83.

Customer Disturbance Over Booming Radios Prompts District Ban

Because some passengers have persisted is turning up transitor radios to "blast-off" level oblivious to the comfort of other riders, AC Transit reluctantly took steps this month to ban the playing of pocket radios on motor coaches.

The action resulted from a growing number of complaints from patrons who reported they are disturbed from time to time on the buses by loud music, booming news reports and equally booming portions of ball games.

Car cards will be posted asking passengers to refrain from using radios on the bus. Similiar to the "no smoking" situation—another source of complaint—operators will be instructed to speak to offending passengers, though they have no police powers to physically enforce the ban.

The Governor's Veto Message on Charter Bill

Governor Edmund G. Brown, in returning to the Assembly, unsigned, the bill which would deprive AC Transit of authority to transport passengers by charter or sight-seeing bus, presented these reasons in his veto message:

"The District, with bond monies, paid a valuable consideration for its existing charter business, in that the value of the charter operations of the predecessor Key Transit Lines were included in the latter's "going concern" purchase price. This measure would destroy this investment made by the taxpayers of the District.

"The Board of Supervisors of Alameda and Contra Costa Counties and the City Councils of Alameda, Berkeley, Oakland, El Cerrito, San Pablo and San Leandro, as well as certain School Districts, organizations and interested citizens have joined in opposition to the bill. They point out that the Transit District, in the course of purchasing new equipment and increasing the frequency and area of transit service, operated at a net deficit exceeding $425,000 for fiscal 1962, and will operate at a similar deficit for this fiscal year.

This deficit now borne by the property owners of the District would be substantially increased if charter operations were prohibited.

"While a forceful argument is made that the present law puts government in competition with private business, I have concluded that the greater public interest favors encouragement of efficient and economically sound systems. Also, this District especially must be in a strong financial position if it is to provide new and adequate feeder service for the proposed Bay Area Rapid Transit System. To sign this measure would be to place in jeopardy the opportunity to establish a comprehensive Bay Area transit system that is economically sound. Privately owned transportation generally has been unable to provide a comprehensive system of mass transportation and to remove one of the lucrative sources of revenue from the public district at taxpayers expense for the benefit of private concerns who have been unable to meet the public's over-all transportation needs, is an unwarranted imposition on the local taxpayer and commuter. I can, therefore, see no reason to divorce the profitable position of public transportation from the unprofitable and give the benefit to private concerns when it is the total service concept that in the long term is of major concern.

"Accordingly, I am returning the bill to you without my signature."

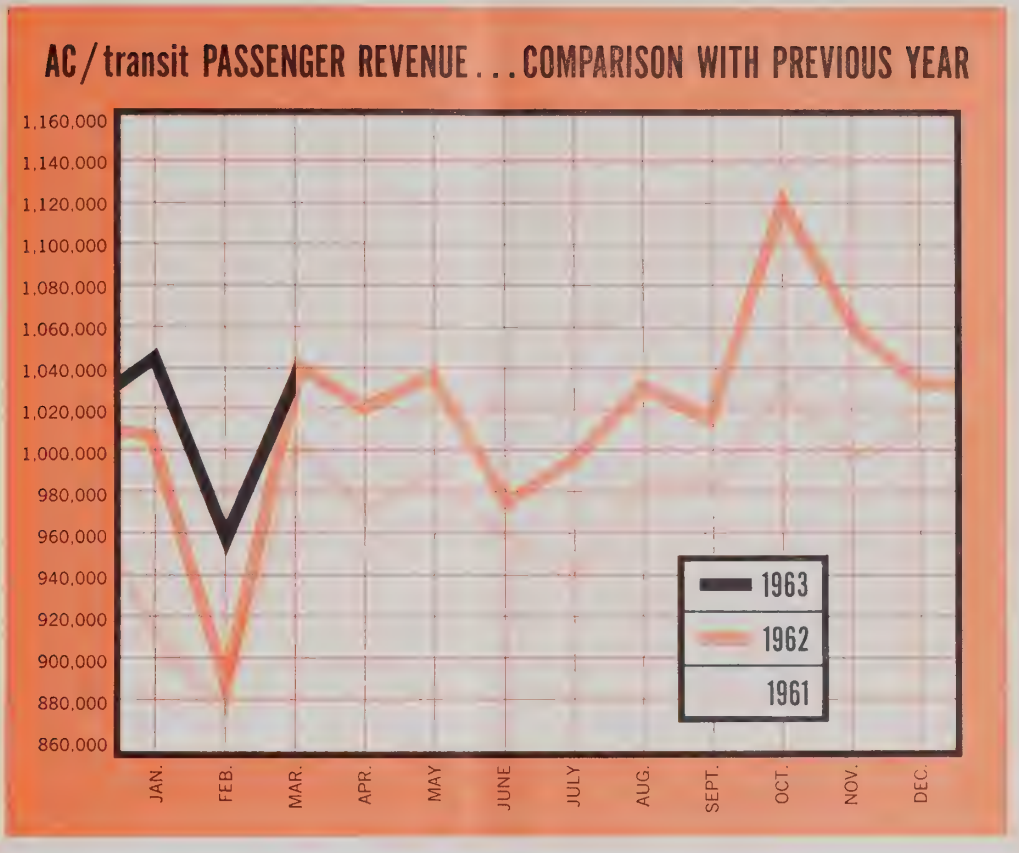
EDMUND G. BROWN

Workers Vote Against Joining Labor Union

Clerical workers of the district decided this month to remain unorganized by rejecting membership bids from two labor unions.

An election, conducted by the State Conciliation Service, resulted in 40 votes cast for "no union," 19 votes for the Carmen's Union 192, and 19 votes for Office Employees Union 29, both AFL-CIO affiliates.

Division 192 now represents the bus drivers, maintenance workers and other district employees.



For the first time since AC Transit placed new equipment into operation, passenger revenue dipped into the red, showing a decrease of 0.7 percent in March, 1963, compared to the same month a year ago.

Soggy, overcast weather largely was blamed for the drop in transit riding. Oakland department store sales also were down, showing a decrease of 7 percent for the four weeks ending March 30.

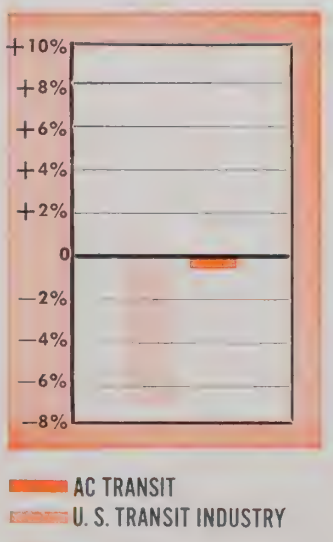
Nation-wide, the transit industry experienced a riding decrease of 7.12 percent for the month, in comparison to March of 1962.

AC Transit carried 4,481,999 passengers, slightly less than the number carried in the same period a year ago. Passenger revenue for the month totaled $1,041,-731 as against the $1,049,465 figure for March, 1962. Commute book sales were $171,381, a slight gain over sales of $171,317 for the year before.

Passenger revenue, plus other income of $76,641, was adequate to meet all operational costs, which were up 3.2 percent over March, 1962. Income was not sufficient to provide for full amortization and depreciation and bond debt requirements, leaving a deficit for the month of $117,894. Miles operated totaled 1,905,-064, a decrease of 0.5 percent below March, 1962.

MARCH PASSENGERS

Percentage Change from Previous Year



'They Always Get Their Man'

Claims Investigator Keeps On Looking

By Virginia Dennison

There's rugged, almost inaccessible territory high up in Oakland's back yard, and every once in a while something rugged happens there—a lost youngster a stolen car, a crashed airplane, a mud slide.

And then, just like in the movies, the "Mounties" go into action. Only in this case, there's nothing of red-coats and silver-mounted saddles involved. Instead, it's a hard-working, volunteer outfit, the Oakland Reserve Mounted Division.

One of the men usually on the scene is Fred E. Clarrage, 52, of 2334 Grant St., Berkeley. Clarrage also is senior investigator for AC Transit's claims department.

Both activities have something in common.

Clarrage developed a liking for investigative work while serving in the county clerk's office at Quincy, Plumas County.

When he moved back to the Bay area and went to work for the Key System in 1938, he started as a street car operator, switched to bus driver, became assistant dispatcher, dispatcher and chief clerk at the Emeryville Division, during the early part of World War II.

But when he was offered a chance to join the claims department in 1943, that was IT. He's been in investigative work since.

Similarly, when a friend asked him to join the mounted patrol in 1953, Fred borrowed a horse, climbed aboard and has been helping patrol the Oakland city parks in the hill area since.

As regular reserve officers, the "Mounties" receive basic training and keep up with the latest in first aid, rescue operations and handling any type of emergency. That means downtown, as well as in the hills.

Occasionally, they ride in parades, and have trophies to prove it.

They furnish their own horses, saddles and trailers and most of their equipment. The police department provides badges, handcuffs, revolvers, dark blue uniform shirts—and the guidance of Police Sgt. David Moohr—who sees to the training that makes business men business-like, indeed, when necessary.

Probably their hardest job was the long search for a missing Berkeley school girl, Stephanie Bryan. They averaged 60 hours per man in the saddle during the long search which proved to be one of their few unsuccessful "cases." Most of the time they find 'their man"—or child.

And they've learned, in case of trouble, hardly anyone wants to argue with a horse.

MOUNTIES IN ACTION—Fred E. Clarrage, senior investigator for AC Transit claims department, handles walkie-talkie during practice rescue by Mounted Division of Oakland Police Reserve.

Long-Talking Information Clerk Hangs Up Phone, Joins Group of Pensioners

Five veteran workers were planning their good-bye to transit this month, including one, who in her own words, "seldom got a chance to shut my mouth" in over 23 years of service.

Mrs. Gladys H. Butler of 6140 California St., San Francisco, who took a "temporary" job as a PBX-information clerk in March of 1940, will retire on July 1, after years of talking steadily over the phone to transit callers.

With no previous experience, Mrs. Butler went to work for Key System in a sudden whim and liked talking to people so much her "temporary" job stretched past 23 years.

She still likes to talk and expects to feel "a little lost" getting used to day-long silence. "First I'll try to learn to be a lady of leisure," according to Mrs. Butler. Then she and her retired husband and a sister plan to do some traveling including pursuing a common interest—horse racing.

Other pensioners include:

Leslie Phillips, 3915 Delmont Ave., Oakland, mechanic Class A at the Emeryville Division, retiring July 1 after 27 years.

John E. Jenkin, 2318 Harrington Ave., Oakland, who worked in various capicities at car houses and at the Emeryville shops after he entered service in 1926. He was parts clerk at Emeryville stores before June 1 retirement.

Hans Schmidt, 8232 Ney Ave., Oakland, mechanic A at Emeryville Division, went to work in 1930 and put in time at the Emeryville shops and old Division 1 before joining maintenance. His retirement also was effective June 1.

Marion H. Chappell, 176 West MacArthur Blvd., Oakland, started as a motorman in 1923, worked as a brakeman and trainman before switching to motor coach operator in 1958. He works out of the Emeryville Division and will retire July 1.

Additional Employees Enter Transit Ranks

AC Transit welcomed the following new workers in April:

Emeryville Division

PBX Information: Marilyn Janice Stratford, 19823 Fernway, Castro Valley.

Bus Operators: W. F. Schmid, 15990 Mateo Rd., San Leandro; J. W. Pratt, 1725 - 6th Ave., Oakland; C. W. Marshall, 2523 Tulare Ave., El Cerrito; I. D. DeCloss, 1815 Leavenworth St., San Francisco; W. J. Burrough, 1301 Hearst St., Apt. 1, Berkeley.

Richmond Division

Bus Operators: G. L. Beraz, 5520 Solano Ave., Richmond; R. C. Dorris, 1019 Stanton Ave., San Pablo; W. F. Llewellyn, 1410 San Joaquin St., Richmond.

Seminary Division

Automotive: Joyce Francis Ragusa, 1844 Wayne Ave., San Leandro, junior clerk typist.

Bus Operators: O. M. Lee, 386 Burlwood Ave., Oakland; T. E. Gandenberger, 1529 - 94th Ave., Oakland; V. Y. Greathouse, 7573 Donohue Dr., Pleasanton; J. L. Moore, 2399 E. 14th St., Sp. 147, San Leandro; V. W. Marshall, 326 Via Lucero, San Lorenzo; C. H. Townsend, 2001 - 45th Ave., Oakland.

More Information

A note or phone call to the transit district—OLympic 3-3535—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

ACTIONS OF THE BOARD

At an adjourned regular meeting April 25, 1963, the Board of Directors:

- Rejected all bids for proposed purchase of coaches, on motion of Vice President Coburn.
- Authorized General Manager to negotiate in open market for purchase of 30 to 60 transit coaches and if negotiations are undesirable, to secure new specifications and invite proposals for new bids, on motion of Director McDonnell.
- Authorized extension of service on transbay Lines K and R, extension of service on Lines 59 and 76, extension and revision of service on transbay Line C, and approved revised 'Ride & Shop' plan for remainder of calendar year, on motion of Director Warren.

TRANSIT TIMES

Published monthly by the

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Latham Square Building
508 Sixteenth Street
Oakland 12, California
Telephone 654-7878

BOARD OF DIRECTORS

ROBERT M. COPELAND . . . . President
Director at Large
WILLIAM H. COBURN, JR. . . Vice President
Ward I
RAY H. RINEHART . . . Director at Large
WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

ADMINISTRATIVE OFFICERS

KENNETH F. HENSEL . . . General Manager
ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . Public Information Manager

PUC Ruling Taken to Supreme Court

AC Transit has carried to the State Supreme Court its opposition to a ruling by the California State Public Utilities Commission, allowing Peerless Stages to provide local bus service between Hayward and Oakland.

In asking the state court to overrule the PUC decision, Robert E. Nisbet, AC attorney, contended no need was shown for additional service between the two cities.

He also maintained that jurisdiction of the PUC is limited by law to private corporations and cannot be extended to operations of a public agency, such as the district, which was created by the voters.

The brief further questions whether the PUC can grant Peerless the right to provide competing service purely on grounds of its own financial jeopardy.

TRANSIT TIMES
Alameda-Contra Costa Transit District
Latham Square Building
Oakland 12, California

Return Requested

BULK RATE
U.S. POSTAGE
PAID
Permit No. 2105
Oakland, Calif.

STANLEY [illegible]
[illegible]
346 LIBRARY ANNEX
UNIVERSITY OF CALIF
BERKELEY CALIF

AC TRANSIT transit-times

For the Good of Your Community

Vol. 6 No. 2

UNIVERSITY OF CALIFORNIA
OAKLAND, JUNE 1963

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
JUL 9 - 1963

Service Expansion, 30 New Coaches Draw Tax Raise in Budget Approval

A $15,232,000 budget was approved by the AC Transit board of directors this month, calling for at least 30 new "Transit Liner" buses, additional service expansion and a tax increase of 9.6 cents to help pay for the improvements.

Purchase of new buses at a cost of $855,000 to replace obsolete equipment more than 15 years old is provided in the operating estimate, plus funds for almost 500,000 miles of new and more frequent bus service.

The district currently is operating about 22,750,000 miles a year. The 30 new buses will raise to 310 the number of "Transit Liners" placed into service since the district commenced operation two and a half years ago.

Financing the budget will require a tax rate of 12.5 cents per $100 of assessed valuation. The current district levy of 2.9 cents has been in effect since 1959.

Tax Breakdown

A breakdown of the new tax rate includes 5.5 cents for new buses and other capital replacements, totaling $910,000, and 7 cents to pay debt service on the district's bond issue, amounting to $1,202,000 for the year.

AC buses are expected, during the new fiscal year, to carry 53,100,000 passengers, an increase of 3 percent over the current year's patronage.

In approving the budget, directors stressed their desire to continue upgrading the AC bus fleet to improve service for present riders and to continue attracting new customers to the system.

The district has received national acclaim for its high level of passenger service and patronage gains, as a result of this goal of improvement and expansion.

Acclaim for Service

District income of $13,132,000 will be adequate to meet all operating expenses. The remaining $2,112,000 will come from tax revenue.

The new budget, which takes effect July 1, is approximately $710,000 higher than that for the current year's operations, with most of the increase due to higher labor costs and service expansions.

Wages and salaries account for $9,600,000, and pensions, health and welfare, $453,000—a total of $10,053,000 or 77 percent of all operation expenses.

Other major expenses include taxes and bridge tolls, $958,200, and fuel, oil and tires, $650,100.

The district was able to break even on the current year's budget by using surplus funds from prior year operations, plus savings from self-insurance.

General Manager K. F. Hensel said the staff would continue to analyze each of the district's lines to bring operations up to date with past growth and to get in shape for future progress and population changes.

Service Improved to Meet Area Needs

Speedier and more efficient service was inaugurated this month for both transbay and local passengers in line with district efforts to rejuvenate East Bay Transit operators.

The improvements, which affected a good portion of the district's riders, ranged from a speed-up in transbay travel times to expansion of transbay service into new areas.

Specifically, directors approved these changes:

Line C—Piedmont.

Extension of basic service to a new terminal at Highland and Magnolia Aves., beginning June 30, to bring bus transportation to the center of Piedmont.

Inauguration of new express service on Line C, effective July 1, to cut traveling time by one-third for passengers using peak hour express buses.

The new routing along Oakland Ave., Bayo Vista Ave. and Harrison St. to the MacArthur Freeway not only cuts 12 minutes from previous schedules, but provides transbay service for the first time for riders in the vicinity of Oakland Ave. - Harrison St.

Line R—Hayward

Basic midday and Saturday service on the transbay Line R - Hayward service was rerouted via High St. and the Nimitz Freeway, lopping eight minutes from former traveling time.

Line K—Havenscourt

Direct transbay service for commuters living in area along Bancroft Ave. was provided by extending peak hour Line K express service to new terminal at Bancroft and 98th Aves. Basic Line K local service continues to operate via East 14th St. to Lakeshore Ave. and MacArthur Freeway, but with a bus every 30 minutes, instead of every 45 minutes.

Line 53—Fruitvale Ave.

Service was stepped up on the Fruitvale Ave. line to provide a bus every 20 minutes during the heavy patronized midday period and on Saturdays.

As an added convenience to passengers, the district also began distribution during the month of the first public timetable for Lines 51 and 58, which connect downtown Berkeley, Oakland and Alameda.

Because of frequency of service, the line previously was the only district bus route without a timetable. Issuing of the schedule, with minor changes becoming effective July 1, fulfills the goal of having a timetable for every AC Transit bus line.

AC Transit Sells Muni Passes to Aid Riders

AC Transit commenced selling Muni Sunday passes at the Transbay Transit Terminal this month for the convenience of East Bay riders who want to go sightseeing in San Francisco.

The district decided on the "good neighbor" gesture after transbay bus passengers expressed difficulty in finding a nearby store to purchase the Muni excursion ticket.

The Muni pass, which sells for 50 cents, is not sold on San Francisco buses or street cars and can only be purchased from cable car operators, at car barns and at certain designated downtown San Francisco stores.

Under the new arrangement, transbay patrons can purchase the pass at the terminal ticket office, First and Mission Sts. and start from there on their Sunday excursions.

San Francisco visitors, in turn, can purchase AC Transit's Sunday and holiday Summer Fun Pass at the terminal ticket office or from bus operators.

'Sunshine Specials' Provide First Summer Bus Transportation to Regional Parks

Two "sunshine specials" were inaugurated this month providing bus service for the first time through Charles Lee Tilden Regional Park and to the Thomas J. Roberts recreational area.

The new summer vacation service was added to assist more local residents, and San Francisco visitors as well, in enjoying a portion of the East Bay's "top of the world" regional park facilities.

The Tilden Park shuttle, operated on a 30-minute schedule, provides a sweeping view of the Bay Area from Grizzly Peak Blvd., before it turns down into the park to the Lake Anza and merry-go-round areas, picnic facilities, playing fields, pony rides, trout pond, tennis courts, hiking trails and nature areas.

The shuttle, Line 7-A, operates from Grizzly Peak Blvd. and Euclid Ave. between 9 a.m. and 3 p.m., with two trips after 6 p.m. for all-day visitors.

Both the Tilden and the Roberts Park "sunshine specials" run on weekdays, avoiding traffic congestion which bottles the regional parks on most week-ends and holidays.

The Tilden Park bus makes direct connections with Line 7, providing both local and transbay passengers a common transfer point at University and Shattuck Aves. in downtown Berkeley.

It was expected to be a vacation "boom" to mothers and youngsters, who can take full advantage of park facilities without getting involved with automobile transportation.

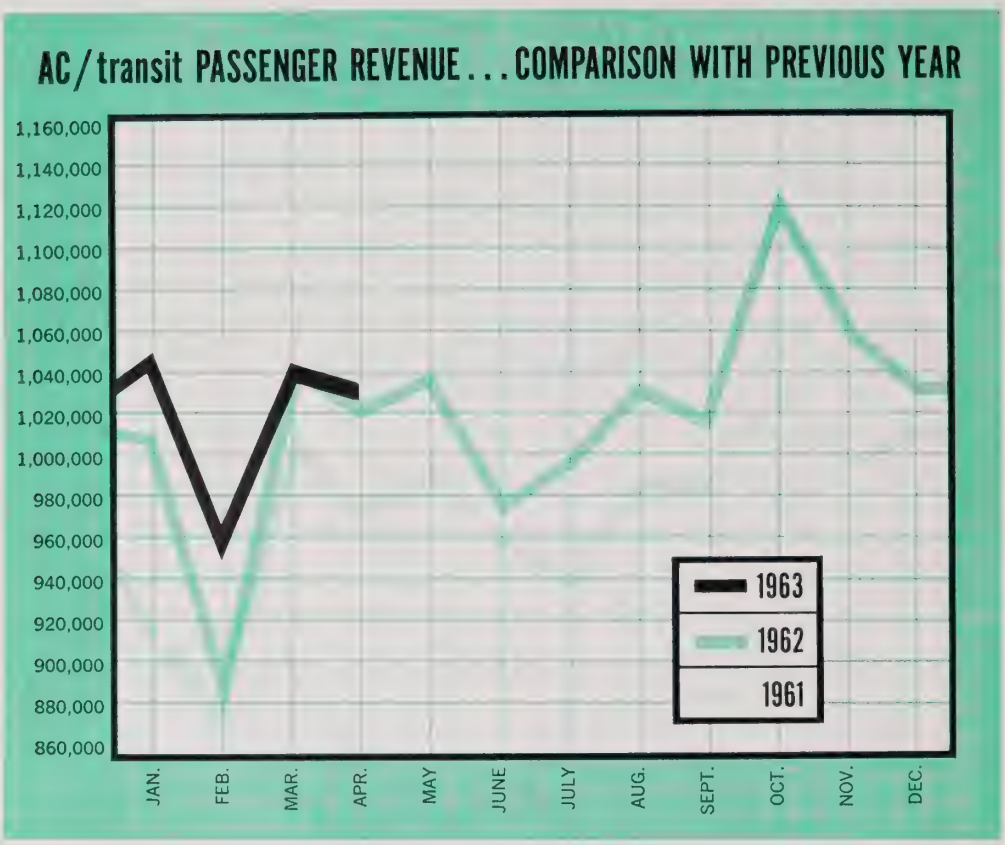
It also opens the semi-wilderness area of the regional park, with its vistas and its facilities, to sight-seeing passengers, particularly older visitors.

The Roberts Park special, operating on an hourly schedule, provides direct access to the heated swimming pool, along with other play and picnic facilities.

The special, Line 77A, connects with Line 76 at Moraga Ave. and Medau Place in Montclair and also with Line 18 at Leimert Blvd., and Oakmore Rd.

Visitors to Lake Temescal Regional Park will have improved Saturday service starting on July 6, when Lines 59 and 76 begin operating direct to downtown Oakland and Jack London Square, instead of terminating on Saturdays at 41st St. and Piedmont Ave. The extension will give Saturday, as well as weekday, swimmers and sun-bathers, direct transit service to the lake area

SPLASH — New vacation time bus service to regional parks will bring this "mountain lake" to swimmers and sunbathers in a matter of minutes. Tilden Park also offers boating and that "outdoor" feeling.



Despite only 11 days of clear weather during April, AC Transit passenger revenue of $1,034,048 experienced a gain of 1.4 per cent over the same month a year ago.

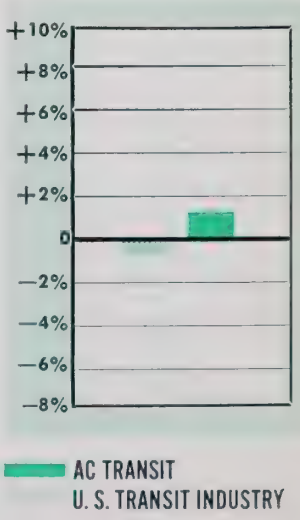
Nationwide, the transit industry showed a decrease in patronage of 0.7 per cent. In California, however, the riding trend generally sloped more steeply downward, with San Diego showing a decrease of 10.3 per cent; Sacramento, 5.6 per cent and San Francisco, 1.9 per cent, compared to a year ago.

AC Transit carried 4,342,746 passengers on its local and transbay lines in April, 70,308 more than were carried in April, 1962. Commute book sales were $174,872, as compared to $162,897 a year ago, a boost of 7.4 per cent.

Passenger revenue, plus other income, totaled $1,111,198, and was sufficient to meet operational costs of $1,063,061, which were up 8.14 per cent over a year ago. Income was not adequate, however, to provide for full amortization and depreciation and bond debt requirements, leaving a deficit for the month of $128,093. Miles operated totaled 1,898,745, an increase of 79,864 miles, or 4.4 per cent over April, 1962.

APRIL PASSENGERS

Percentage Change from Previous Year



Bucket Seats Get Enthusiastic Reaction

Residents gave an enthusiastic report on the comfort of new type European bucket seats after they had a chance to both "see and sit" during the exhibit of an AC Transit bus in Alameda this month.

The bus, displayed at the Alameda City Hall parking lot, was toured by hundreds of residents during the two-day observance of Alameda Community Service Week.

The coach was especially fitted with samples of the new seats to give the public a chance to test for themselves seating innovations being considered by the district. Their reaction, on cards made available to express their views, was all-out favorable.

Comments ranged from "softer", and "more comfortable" to how they "felt better to the back."

The bus also featured a historical collection of photographs of the past 100 years, treating viewers to the "old" in transportation, as well as the new.

The photographs, mounted in the space usually reserved for advertising cards, included pictures of Alameda in its early transit days.

Berkeley Invites Bus Shoppers to Free Ride

A promotional folder—inviting shoppers to "Come on Downtown . . . The Ride's on Us!" were being distributed by the downtown center division of the Berkeley Chamber of Commerce this month to develop use of the "Ride & Shop" plan.

The folder gives details of the free bus ride service provided by AC Transit and more than 40 downtown Berkeley firms. Included is a listing of Berkeley concerns where coupons, first obtained from AC bus drivers, can be exchanged for tokens after a minimum purchase.

As an alternate service, the folder also includes information on "Park & Shop" courtesies extended through parking lot validation facilities.

Downtown business firms are mailing the folders to their customers. The folders also are being distributed through the "Welcome Wagon" to new residents.

Since the free bus riding plan was recently revised to include use of tokens, instead of validated coupons, the impact has been particularly noticeable to participating firms, who now have day by day proof of the response to the service.

IN MEMORIAM

A veteran motorman and conductor, whose service began in 1910, shortly after the last East Bay horse car went to pasture, died in May 16. He was Manuel J. Correia, 71, of 38187 Alta Drive, Fremont, pensioned in 1957.

Death came on June 3 to Steve J. Pryschuk, 72, of 813A Adams St., Albany, painter and assistant foreman in the paint shop at Emeryville division. He entered service in 1935 and was pensioned in 1961.

Frederick Dobbins, 75, who went to work as a street car operator in 1919 and worked as a motor coach-driver from 1935 until he retired in 1954, died on March 25. Mr. Dobbins made his home at 7010 Fresno St., Oakland.

William C. Camier, 82, who went to work in January, 1920, and served as a street car operator and ticket collector before his retirement in 1948, died on April 29. He lived at 560 Dolores Ave., San Leandro.

Luka Aleksic, 73, of 1215 Poplar St., Apt. 3, Oakland, died on May 8, a few days after the death of his wife. He entered service in 1926 and worked as a street car operator, watchman and towerman. He was pensioned in 1958.

LONG AGO — The Fountain of Western Waters in Court of Pacifica, as it looked in 1939, when the Golden Gate International Exposition opened on Treasure Island. This was looking south towards Tower of the Sun.

MANY CHANGES — The fountain today, one of few ghosts on Treasure Island Naval Station, is now filled with soil and lawn. Barracks at left cover former Vacationland building and Tower of the Sun. Eucalyptus trees remain from original island planting.

Ghosts Still Linger at Treasure Island

If you weren't here in the early 1930's, it would be hard to believe. There stood Goat Island, disconnected and alone in the Bay, her fog horns warning of nearby shoals.

The U.S. Army Engineers had determined the bay waters north of the island offered the perfect spot for a man-made island, a site for a World's Fair, an international airport of the future.

This was an era, it seemed, that anything could be done. Construction of the San Francisco-Oakland Bay Bridge and the Golden Gate Bridge were proving that. And so Treasure Island arose, as they used to say, "like a floating island in the bay."

Wonder if they ever visualized the "magic isle" as a Naval base, with AC Transit buses whisking "white hats" to San Francisco and Oakland in almost the same time it took a ferry boat to dock and unload?

Construction work started, buildings went up, sculptors bent their trowels and the miracle that became the Golden Gate International Exposition came into being, opening in 1939.

ISLAND TOURS—An AC Transit bus makes last island stop before heading toward Bay Bridge on its regular Treasure Island run. San Francisco skyline is in background.

For millions of visitors, it was the World's Fair of all world's fairs, with a Tower of the Sun rising 30 stories tall, over a fabulous collection of courts, gardens and exhibits.

Following the close of the fair, Treasure Island was ruled out as an airport and the Navy traded off some land near San Francisco Airport in exchange for harbor facilities and other military advantages offered by the island.

Today, there is little left of the fair's glimmer and enchantment—only a small ghost here and there.

Elephant Trains

Public transportation has finally returned, though. It used to be ferry boats, buses to the gates, elephant trains, private cars and a lot of walking. Now, for AC Transit it is a regular transbay bus route, Line T, operating not only to the island but into the island quarters as well.

Before the Navy changed its policy and opened up the island gates, revenue for the line averaged $2,275 a week or 27.35 cents per mile. Now, for the week of June 2, as an example, revenue was $3,736 or 43.52 cents per mile . . . and growing.

Visitors would find little remaining from exposition days. The administration building is still there—very business like. And the two hangars remain, recognizable, after their brief life as the Hall of Air Transportation and the Palace of Fine and Decorative Arts.

Key System Pier

Trees are there—marking outlines of buildings which are long-gone. The eastern Key System pier—which turned out to be a briefly-used mistake, because of strong tidal currents, hasn't yet collapsed.

And there's the Fountain of Western Waters, alone in the midst of barracks, which stood at the foot of Pacifica—the theme of the exposition and entrance way for thousands of ferry-boat arrivals.

The fountain now is chipped a bit, as was its theme, "a peaceful meeting of East and West". The bubbling fountain also has been filled in with a relief map, soil and lawn. But surrounding the fountain edges the young native still rides his alligator, the boy still spears a fish, and the Modern American Woman, Indian Woman, and Primitive Woman and other statues remain, symbolizing the times and hopes of the Thirties.

Transit Trails Booklet Points Way To Tours of Discovery in East Bay

An invitation to "go exploring" by bus was extended to East Bay residents—and San Francisco visitors, as well — this month as a new issue of "Sunshine Trails" rolled off the press for summer planning.

The free booklet contains 14 illustrated bus "tours of discovery" on the east side of San Francisco Bay, along with information on which transit lines to use to "have fun in the sun" on a relaxing bus excursion.

The 32-page tour book includes some of the trips which were especially popular during the past year, along with updated information. It also features new tours, including "Richmond and Art," Oakland's three museums, regional parks, rose gardens and a different look at Lake Merritt—through a bus-boat ride.

Other suggested trips include the Knowland State Arboretum and Park, where things have moved up, as well as "way out", University of California, Jack London Square, Hayward Memorial Park, Alameda South Shore, Fishing Piers and Boats, Children's Fairyland, Bernard Maybeck tour, Kaiser Center.

The booklet is available at the district's general offices, Latham Square Building, 16th and Telegraph, in the customer's service bureau on the fourth floor, and at the Transbay Transit Terminal at First and Mission Sts., San Francisco.

Safe Driving Award

Double orders of coffee and doughnuts were in order in April and May as Emeryville and Richmond division drivers won "safety bogey" contests.

Richmond drivers had a record of 13,837 miles per accident in April and 12,293 miles in May, while Emeryville operators turned in a record of 13,980 miles per accident in April and 12,986 miles in May.

The totals are reached by dividing the number of miles operated by each division during the month by the number of accidents. The "bogey"—making use of the familiar golf term—is the goal chosen for the month for the operators to try to at least equal in number of miles per accident.

New Workers Assigned To District Positions

The following new employees joined AC Transit during May:

General Offices

Data Processing: David Dale Simpson, 431 Santa Clara Ave., Alameda, tabulating machine operator.

Emeryville Division

Bus Operators: J. G. McClendon, 254-A Clementina St., San Francisco; L. W. Gardner, 205 East MacArthur Blvd., Oakland; L. S. Roudabush, 1115 Lafayette St., Alameda; F. M. Tinkham, 13 Kingston Rd., Berkeley; M. A. Telle, 640 Gelbke Lane, Concord; Howard Jones, 1215 Linden St., Oakland.

Richmond Division

Bus Operators: M. C. Chuba, 139 Ohio St., Vallejo; A. J. Foley, 291 Mar Vista Rd., Pittsburgh; D. E. Morgan, 4266 Mercer Ct., Concord.

Seminary Division

Automotive: Donald Eugene Anderson, 935 Solano Ave., Albany, service employee "B."

Bus Operators: R. W. Colfer, 548 - 105th Ave., Oakland; W. P. Monaghan, 15119 Crosby St., San Leandro; L. N. Couch, 569 LeBanon St., Hayward; J. V. Wright, 18349 Redwood Rd., Castro Valley; L. E. Keplinger, 20879 Wilbeam Ave., Apt. 2, Castro Valley; Lorenzo Caracciolo, 5328 Anza St., San Francisco; J. A. Puncekar, 390 Alquise Rd., Apt. 9, Hayward.

Our 'Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month — letters unsolicited from residents of the East Bay who own the transit system. Letters were selected at random to represent the quality of courtesy, service and safety demonstrated by AC personnel in their most important relationship with our customers.

. . . the driver (C. C. FERRELL) had many passengers . . . all needing information . . . He gave each passenger individual attention, assuring each one he could call their stop. In spite of the fact he had many persons all going in different directions, he called stops, told the people on which corner to wait for a bus and, in fact, made each person glad he had the opportunity to ride bus 721 . . .

Alice M. Gunn,
Oakland

* * *

I especially want to take time to write a note regarding a Mr. Reynolds (T. H. REYNOLDS) on the San Francisco bus run (to praise) his courtesy to all passengers and courtesy to drivers on the highway . . . California needs many drivers like him . . .

Mrs. Mary Lou Farrell,
Oakland

* * *

I wish to express my sincere thanks to the bus driver who turned in my hymnal to your offices, to the one who gave me information to your new office and to the lady (MARTHA NIELSEN) who took it upon herself to deliver the hymnal in person to me at Salem Home. What a wonderful personnel you have working in the district . . .

Ida Johnson,
Oakland

* * *

. . . it was pouring rain. And this bus driver (G. E. GRANDISON) would drive very slowly to the curbs so as not to splash water on the passengers . . . he would also drive right up to the curb so they didn't need to step into the water.

Mrs. M. Dolores Botts,
Hayward

* * *

An envelope containing several Easter cards, each with a dollar enclosed, was lost on one of your buses . . . Yesterday we received in the mail a packet containing all the cards and money. We wanted to bring to your attention the fine honest person you have working in your coach yard (TONI RODRIGUES).

Mrs. Howard Symonds,
Oakland

* * *

I would like to put in a good word for driver #270 (J. M. NOVACEK). I have the feeling he is just what you would like to hope that all your drivers would be, for he certainly creates a good impression. I especially appreciate his cheerful greeting as I get on the bus . . . sure helps to set the day off in a happy direction.

Donald R. Roberts,
El Cerrito

* * *

I would like to . . . highly praise one of your bus drivers (EDDIE AVERY). He is outstanding in the careful way he handles the bus. But the cheerful and courteous way he handles the people on his bus is certainly to be commended. I have ridden buses for years . . . but he beats them all . . .

D. H. Thomas,
Oakland

What the Editors Are Saying About Transit

The Buffalo (N.Y.) News:

Lanes For Buses

NEW YORK CITY is the latest American community to try to speed rush hour traffic by setting aside special street lanes for buses—one of the simplest ways to ease urban congestion short of abolishing travel.

The exclusive bus lane idea was first instituted in 1956 by Nashville. It has since been adopted in various forms by many other large cities, including Rochester. Because buses do not have to pull in and out from curbs into other traffic lanes, the system is credited with speeding the movement of other vehicles as well as of buses themselves. And making buses go faster is one means of persuading more motorists to use public transit, thus further reducing congestions.

It is most regrettable that despite many years of appeals by Niagara Frontier Transit System and The (Buffalo) News, Buffalo officials have not so much as given the idea a try. Are we going to wait until every other large city in the United States has proved its feasibility and usefulness first?

New York City Tries Reserved Bus Lanes

Exclusive but lanes—a project of several major transit properties across the nation—are being given a trial on two major thoroughfares in New York.

Restrictions on the use of curb lanes on a main street in Brooklyn and on Staten Island were established by City Traffic Commissioner Henry A. Barnes under a long-range goal of extending the same exclusive lanes to other downtown streets.

Lanes would be set aside only on routes or parts of routes where buses carry more persons per lane per hour than automobiles would carry during the same period.

The curb lanes are reserved for buses between 7 and 9 a.m. and 4 and 7 p.m. every day except Sunday. Trucks and private cars may enter the designated lanes during those hours only when making a right turn into an intersecting street.

The project resulted from a civic effort to encourage use of transit service instead of private cars for shopping and business trips. The two streets are used by 440 buses on nine trunk lines during rush hours. About 21,000 passengers ride the buses in the five hour perior.

New "Park & Ride" facilities were made available to bus riders this month at the Fairway Park Shopping Center, Mission Blvd. and Gresel St. at the southern limits of Hayward.

Use of the center for the free park and ride courtesy was made with the cooperation of the Toro Development Company.

As a result, residents from outlying areas can now park free of charge all day at the center, while making use of district express service to Hayward, San Leandro, San Lorenzo, Oakland and San Francisco.

Supervisor May Leave Transit — But He'll Still be Putting the 'Show on the Road'

By Virginia Dennison

Fred Hymes didn't expect to stay more than a few months when he took a job with Key System back in 1923. And he never intended to get into show business.

Now, more than 40 years later, Hymes has found he kept a promise and earned quite a reputation, as a bus supervisor and a showman, as well.

He plans to retire from the first category Oct. 1, but the district's loss may be a gain for "show biz". He'll have more time to devote to the variety shows which have earned his wife a noted reputation.

Hymes himself is no slouch in putting acts together, handling the lights and the mike and getting the artists to run through their performance with the same "on schedule" and "good job" he expects from bus operators.

The combination of activities came about during World War II.

A Louisiana youth who started to work at the age of 13, Fred was just about the best trapper in his home state by the time he was 16. In 1918, he returned from trapping to transit, becoming a motorman in New Orleans.

For the next five years, he kept traveling, but made one lucky stop before heading west. In Algiers, La., he met and married his wife, Agnes, a talented musician and composer.

He was working forthe San Jose Peninsula Ry. when he heard rumors the "red trains" were going out of business. That sent him to Oakland and the Key System.

"Old Mr. Potter called me a 'boomer' and asked if I was going to stay. I said I was, but I really didn't mean it — I planned to go back to trapping that winter."

Hymes went to work in March, 1923, found he liked both the job and Oakland, and he has been here since, with over 33 years of that time as a supervisor. He and his wife live at 5401 Foothill Blvd., in Oakland.

BROADWAY BEAT — Supervisor Fred Hymes, who is retiring from AC Transit but not from "show biz," checks out another veteran, driver Ed Derbidge.

Mrs. Hyme's talents took on added importance in World War II when she started staging variety shows for the U.S.O. She's still producing shows, one or two a week, many of them for military installations.

Fred started out by helping with the lights, added talent here and there and now takes over complete shows when his wife is busy with other productions.

After he retires, he'll have more time to help out with the shows, but he also plans to do some hunting and fishing and pay a visit to Louisiana.

And who knows what might happen when he gets that close to Broadway?

ACTIONS OF THE BOARD

At an adjourned regular meeting May 22, 1963, the Board of Directors:

• Directed the General Manager to secure specifications for purchase of 30 new motor coaches and authorized publication of notice requesting bids, on motion of Vice President Coburn.

• Directed Attorney to make appropriate representations to the Legislature, if deemed necessary, to request application of benefits to all forms of mass transit in gas tax bill SB344, on motion of Vice President Coburn.

• Retained accounting form of Lybrand, Ross Bros. & Montgomery to perform audit of district financial records for 1962-63 fiscal year, on motion of Director McDonnell.

• Approved new summer bus service to Tilden Park and Roberts Park, more frequent midday service on Line 53-Fruitvale Ave., new night service on Line 54-35th Ave. and authorized landscaping on Macdonald Ave. at Richmond division at a cost not to exceed $175, on motion of Director Warren.

• Changed prescribed time of regular meetings of Board of Directors, held on second Wednesday of each month, to 4 p.m., on motion of Vice President Coburn.

* * *

At the regular meeting of June 12, 1963, the Board of Directors:

• Approved operating estimates for 1963-64 fiscal year, on motion of Director McDonnell.

TRANSIT TIMES

Published monthly by the

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Latham Square Building
508 Sixteenth Street
Oakland 12, California
Telephone 654-7878

BOARD OF DIRECTORS

ROBERT M. COPELAND . . . . . President
Director at Large
WILLIAM H. COBURN, JR. . . . Vice President
Ward I
RAY H. RINEHART . . . Director at Large
WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

ADMINISTRATIVE OFFICERS

KENNETH F. HENSEL . . . General Manager
ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . Public Information Manager

New Signs Simplify Use of System

New metal information signs were installed this month at 79 bus stops in downtown Hayward and San Leandro as part of the district's program to simplify use of the bus system.

The new multi-colored signs include the route number of each line observing the stop, the line's destination, principal streets of travels and information concerning hours of operation.

An innovation in the industry, the signs are designed to help new riders tell quickly and easily which bus to take to reach their destination. Similar signs will be installed in major downtown areas throughout the East Bay.

TRANSIT TIMES
Alameda-Contra Costa Transit District
Latham Square Building
Oakland 12, California

Return Requested

BULK RATE
U.S. POSTAGE
PAID
Permit No. 2105
Oakland, Calif.

BARBARA J HUDSON
LIBRARIAN, BUREAU PUB ADM
UNIVERSITY OF CALIF
BERKELEY 4 CALIF P

AC TRANSIT transit-times

For the Good of Your Community

Vol. 6 No. 3 JULY 1963

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
AUG 6 1963
UNIVERSITY OF CALIFORNIA

Improvements to Bring New, Faster Transit Service to Additional Riders

Inauguration of a new transbay commute line in Oakland and expansion of Berkeley hill area service were among improvements approved this month by district directors to upgrade service for increasing patronage.

New Montclair peak-hour expresses to San Francisco will make use of Park Blvd. and the MacArthur Freeway, cutting existing travel time to San Francisco by at least 10 minutes.

The freeway expresses will begin in September with trips extended to the Crestmont area as required. The present Line C-Montclair commute service also will be rerouted over part of Line 59 to give direct San Francisco service to an expanded area.

Service Extended

Extension of present Line 75 service south of Grizzly Peak Blvd. in September will bring bus transit to a larger hill area of Berkeley. Proposed consolidation of Line 75 and Line 7 also will provide Saturday service for the first time to residents along Grizzly Peak Blvd. and increase frequency on Arlington Ave. in Kensington.

Other service improvements were inaugurated on local lines during July, as part of the district's new project of evaluating and refining each route to improve operating efficiency and convenience of service.

District Bus Operators Set Highest Record Yet In Safe Driving Mileage

For three months in a row, AC Transit bus operators have set an impressive safety record—best record, as a matter of fact, in district history.

Drivers were involved in one accident for every 12,214 miles of travel. For the same months of April, May and June, 1962, the rate was one accident per 10,137 miles.

Not since the Key System started keeping modern records in 1947, have drivers turned in three consecutive months of such safe operations.

Good attitude, good equipment and good maintenance were credited for the record, along with a major retraining and refresher course given from last fall until spring. A new refresher course, concentrating on safety practices and demonstrations, will get underway again this autumn, to keep workers "safety conscious."

Lines 59 and 76—Montclair, Broadway Terrace—Direct Saturday service to downtown Oakland and Jack London Square was started July 6 by extending Lines 59 and 76 from the 41st St. and Piedmont terminal to Broadway and the

(Continued on Page 11)

GOLDEN JUBILEE—Jimmy Viguier looks at photo album covering his 50 years as a transit supervisor in ceremonies at a familiar corner, 14th and Broadway. Taking part were, left to right, K. F. Hensel, general manager of AC Transit; Mrs. Viguier, Jimmy, Mayor J. C. Houlihan, and R. M. Copeland, board president of district.

Broadway is His Beat!

'Mayor of Broadway' Celebrates Golden Anniversary as Transportation Supervisor

An unusual ceremony at 14th and Broadway marked a golden anniversary for James L. Viguier, 76, this month—and also gave the "Mayor of Broadway" a chance to meet another public figure, the Mayor of Oakland.

The Oakland mayor, joined by Col. Robert M. Copeland, president of the AC board of directors, and Kenneth F. Hensel, general manager, came from their nearby offices to congratulate Jimmy for his 50 years as a transit supervisor.

For Mayor John C. Houlihan, it was also a formal introduction to the man who has had "Broadway as My Beat" for most of the 57 years spent with Key System and then AC Transit.

Jimmy's wife, Sally, was there, along with fellow workers who had their own greetings for the man who for half a century has been telling riders what bus to take—and before that, what train, street car, trolley or ferry.

Jimmy went to work for Key System in February, 1906, and was made an inspector, as they called them then, in 1913. The job and Broadway have both changed since, but Jimmy, with his razor-sharp memory, recalls every dif-

SAME CORNER—This is the way 14th and Broadway looked early in 1906 when Jimmy Viguier went to work for Key System. Pedestrians used the "scramble" system then, ignoring horses and trolley cars. Jimmy, oldest-in-service employee of district, has been working this "beat" since he was boosted to "inspector" in 1913.

ference. Appropriate to the years he has spent in the main part of town, he was presented with an album of photographs covering past years on his "beat."

D. J. Potter, transportation manager, who gave Jimmy his 50 year service pin on the same corner seven years ago, was out of town on this occasion. On the previous presentation, it was Jimmy who almost missed the ceremony. Potter rushed to the spot to hand him the pin just as Viguier was leaving for a vacation trip to Europe.

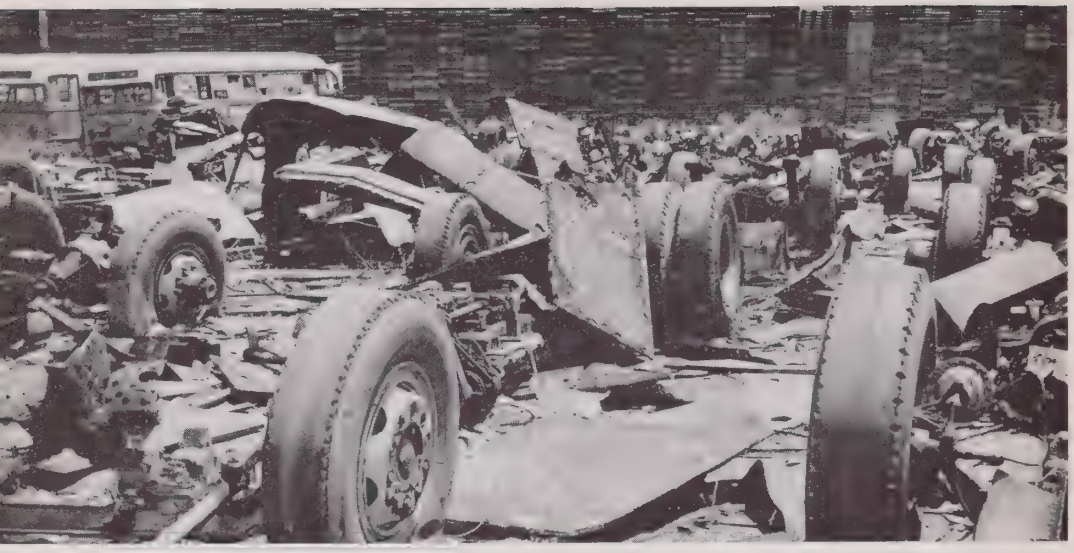
A walking timetable, who mediates transfer complaints, gives directions and generally keeps the buses rolling in downtown Oakland, Jimmy is known to thousands who see him at 14th and Broadway, buzzing down to 11th and Grove, hopping to First and Broadway.

AC Transit acquired Jimmy when they acquired Key System Transit Lines in 1960 and in the bargain got the man who probably knows as much or more about Broadway and where the buses run as anyone.

Oldest employee in point of service, Jimmy remembers when he got 19 cents an hour and worked 12 hours a day, with no days off. He knew F. M. "Borax" Smith, founder of the Key System, and the other executives who followed him. Whatever equipment was in operation over the years he remembers where, how —and what time it ran.

Jimmy who lives at 975 Tulare Ave., Berkeley, is used to working and walking and has no intention of retiring to what he would consider "unhealthy" leisure.

As far as he's concerned, Broadway IS his beat and he expects to go on doing business at the same old stand.



IRON HORSE GRAVEYARD—Obsolete gasoline-powered buses, going nowhere except to the final scrap heap, form a ghostly line near Seminary division yard. This is what's left of the old Whites. A few remain in the background, awaiting the acetylene torch.

Ghostly 'Iron Horses' Await Final Load

Just like old railfans sigh over the last of the steam trains—and especially that haunting whistle—veteran bus men can mourn a bit over the heap of sprap that signals the end of the gasoline-powered buses which once were the pride of East Bay transportation.

Rows of wheels, which still maintain a shadowy order near the Seminary division yard, plus other pieces of scrap, are about all that remain of the old Whites of the 800, 900 and 1000 series. Once the trustworthy (if smoky) iron horses of bus transportation, the coaches were among 189 gas-eating models retired and sold by the district as new equipment arrived.

Some rolled away to greener pastures; the rest were dissected by the acetylene torch and sold for parts and scrap. A few remain in bus form, but most have been stripped and left sadly "picked."

At the Richmond division, a similar fate was dealt the old Mac's. Thirteen were towed away; the remaining five underwent the scrapping torch. There's not much left now but the memories—and a never-forgotten trail of gasoline fumes.

Firestone Awarded New Lease to Furnish Tires

A new contract to furnish and service tires for AC Transit's fleet of over 600 buses has been awarded by the board of directors to Firestone Tire and Rubber Company.

The new contract, replacing one presently held by the same company, covers a five year period starting in August. The district handles its tire requirements on a lease basis, at cost of approximately $185,000 a year.

The directors voted to award the lease to Firestone after studying the bids of two other firms. The award was made on a mileage rate basis, with an escalator clause to cover adjustments in costs of raw materials and labor changes in the tire industry.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR

New customers continued to boost AC Transit patronage during May, with 4,538,888 riders carried on local and transbay lines.

With only 12 clear days recorded during the month, compared to 27 clear days in May of 1962, the increase in passengers nevertheless totaled 1.7 percent, or 78,521 additional riders over the same period a year ago.

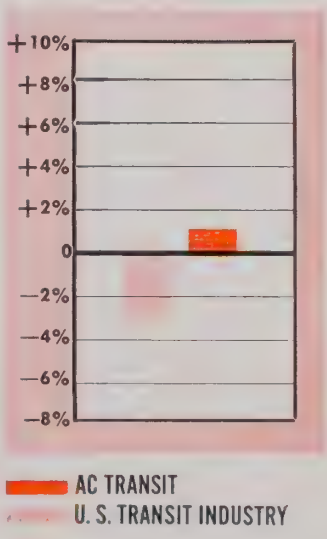
Passenger revenue for the month was $1,059,646, an increase of $18,515 or 1.8 percent over May, 1962. Commute book sales were $167,600, a boost of 1.7 percent over sales tallied the same month in 1962.

Nationwide, the transit industry showed a decrease of 3 percent, with major properties generally dipping into the red side of the ledger.

Passenger revenue, plus other income, totaled $1,144,908 and was sufficient to meet operational costs of $1,093,973, which were up $55,886 or 5.18 percent over May, 1962. Income was not sufficient, however, to provide for full amortization and depreciation and bond debt requirements. Deficit for the month amounted to $119,848. Miles operated totaled 1,943,319, an increase of 36,429 miles or 1.9 percent over the same month a year ago.

MAY PASSENGERS

Percentage Change from Previous Year



Diapers Fly Proudly and Often: Symbol Of Loving Care Given Homeless Waifs

By Virginia Dennison

There probably was no more appropriate place to fly the flag on Independence Day than at the home of Mr. and Mrs. Mario Benassi at 2045 Juneau St., San Leandro. If there was room!

"Flags" of another kind fly there almost constantly, dozens of diapers, strung out on lines, marking their own symbol of special appreciation for a new life in a new country.

Mario, a mechanic for AC Transit at the Emeryville division, and his wife, Loredana, came to the United States 12 years ago as people without a country.

Their native city of Pola, near the northeastern border of Italy, was taken over by Yugoslavia. He worked where he could in Italy and was married to his home-town sweetheart. But their life really began again in 1951 when, as refugees, they were brought to this country by the International Refugee Organization.

He went to work for Key System in 1954; found new friends and a home of their own. They acquired an additional objective when Mrs. Benassi toured facilities of the Children's Home Society, a statewide private adoption agency, during her studies as a vocational nurse.

Because they could have no children of their own, Mr. and Mrs. Benassi adopted Robert, now 6, and Alida, 4, after they became American citizens. Discovering the need for foster homes for children waiting to be adopted, they offered their own home and "loving care."

In the past three years, they have cared for 25 foster children, "so far all babies, usually two at a time." At the moment, though, they have "only one—a sweet little part Indian girl," nursed to good health after feeding problems.

The washing machine whirls constantly: Mrs. Benassi has become an expert on the different needs of children.

"So far, she hasn't complained," Benassi admits proudly.

"She knows the babies are hers for only a short time and she gives them up willingly, knowing that a happy home is waiting for them.

Mrs. Benassi was honored this year by the Children's Home Society by being named "Boarding Home Mother-of-the-Year" but their reward, of course, is not in titles. It's in a happy family life, in their own home, and now, in their own country.

OPEN ARMS—Folks without a country when they arrived in the United States, Mr. and Mrs. Mario Benassi have given homes to 27 children, including their adopted two, Robert, 6, and Alida, 4, and a new baby, awaiting adoption.

A Fortune in Fun for Bus-Riding Kids

How much can you buy for a dime? AC Transit passed the word along to parents this month that a dime can buy almost 40 miles—and a lot of healthy outside fun—for youngsters who want to go adventuring around the East Bay.

Armed with 10 cents for bus fare——or twice that if parents want them back—youngsters from 5 through 16 years of age were reminded they could sample different swimming spots, go hiking, fishing, exploring, zoo-looking or even find deepest Africa.

Specific trips are suggested in the new "Sunshine Trails" guide book, available from the district free of charge. There's a new shuttle to Tilden Park; another one to the Thomas J. Roberts swimming pool; improved service to Lake Temescal. There's free movies at the Oakland Public Museum; fishing at Berkeley pier, San Leandro Marina and the Lion's Club fishing prow at the foot of 8th St.

For the longest possible trip for one fare, youngsters can ride from El Sobrante (Line 69) to 23rd and Macdonald in Richmond; transfer to Line 72 to 13th and Broadway in Oakland; transfer to the 32 express to Fairway Park in southern Hayward—a total of almost 40 miles. Just riding!

For information on what buses to take and what time, including coming and going, youngsters were invited to call Transit Information, 653-3535.

IN MEMORIAM

The ranks of one-time street car operators grew smaller in June with the deaths of two pensioned veterans.

Walter L. Brill, 79, who entered service in 1922 and worked as an operator out of the Second Ave. carhouse until he became a ticket seller at the San Francisco terminal in 1948, died on June 14. He was pensioned in 1958 and lived at 21664 Garden Ave., Hayward.

Ernest J. La Chance, 75, of 2514 83rd Ave., Oakland, died on June 24. He went to work as a street car operator in 1921, serving until the cars were taken off the streets. He was pensioned in 1949.

Joseph Melin, 73, who died July 13, went to work as street car operator out of the Second Ave. carbarn in 1920, switching to the motor coaches in 1948. He was pensioned in 1955 and lived at 3266 Pleitner Ave., Oakland.

Welcome in Order For New District Workers

June was a "welcome to AC Transit" month for the following new employees:

General Offices

Claims: Betty Elvira Lueras, 1094 Versailles Ave., Alameda, secretary; Arlene J. Rose, 2649 - 106th Ave., Oakland, clerk typist.

Emeryville Division

PBX-Information: Sara Grant Graner, 5529 Balboa Dr., Oakland, part-time clerk; Linda P. Meltzer, 817 Warfield Ave., Oakland.

Maintenance: Victor James Burch, 2832 E. 23rd St., Oakland, service employee, mechanic "A"; Lewis Manion, 2319 Dover Ave., San Pablo, Service Employee "B"; David Nelson Pillsburg, 157 Virginia Lane, Apt. 7., Concord, Service Employee "B".

Bus Operators: G. F. Peters, 844 Colby St., San Francisco; A. P. Turegano, 2201 Pacific St., Alameda; N. V. Bara, 2829 20th St., San Francisco.

Richmond Division

Bus Operators: D. A. Brilz, 2719 Greenwood Dr., San Pablo; E. G. Taylor, 2401 Fordham St., San Pablo.

Seminary Division

Milton Hadden, 9827 Edes Ave., Oakland; L. H. Weatherford, 7814 Bancroft Ave., Oakland; B. W. Jordon, 3240 Cadman Rd., Irvington; J. K. Rice, 416 Smalley Ave., Hayward; M. C. Elsbury, 1825 E. 25th St., Oakland; E. L. Young, 727 Medford St., Hayward; J. A. Boren, 4244 Heyar Ave., Castro Valley.

New 'Man to Man' Program Inaugurated To Prevent Needless On-the-Job Mishaps

A new approach to preventing "on the job" accidents was inaugurated this month by AC Transit—"man to man" instruction on safe working methods.

An innovation for the district, and industry generally, the program involves brief, personal on-the-scene meetings between supervisory personnel and bus operators or mechanical employees.

Only one specific accident possibility will be handled at a time, with the supervisor or foremen demonstrating and explaining the safe and correct method of doing a certain job.

For bus drivers, the program is being "kicked off" with instruction in the safe method for adjusting the height of the driver's seat.

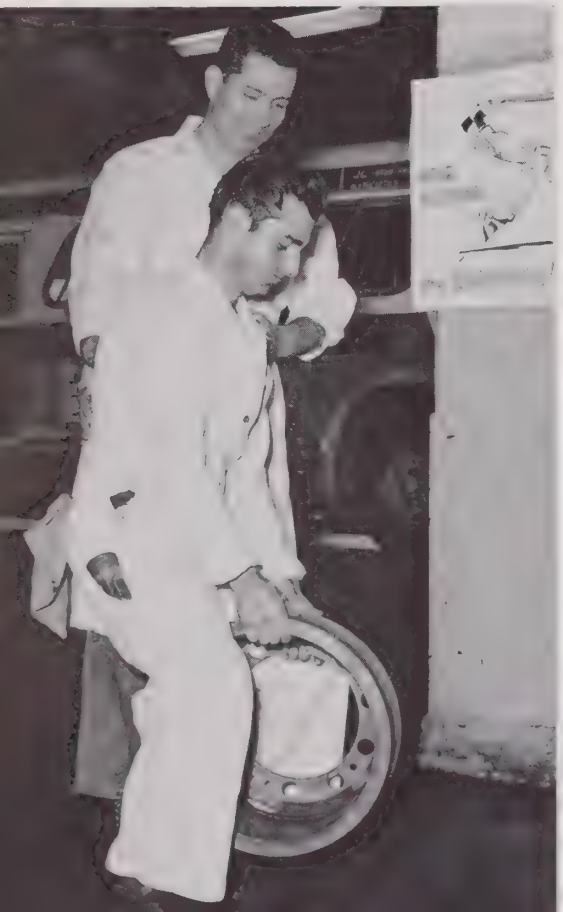
While operators are being individually briefed on how to lower or raise the seat without causing a back injury, mechanical workers will be getting a demonstration and explanation on how to "lift safely."

After the men are checked out on these fundamentals, the program will continue to another safe working practice.

The idea of "man to man" team work was worked out by G. G. Wadsworth, district safety engineer, to solve a persistent and costly problem of employee injuries.

"No employee wants to get hurt. He knows the disadvantages of being injured, the pain involved, the possibilities of permanent or partial disability, the economic loss to himself and his family", Wadsworth explained.

"The worker suffers—and the district suffers. We're going to be sure every



THE RIGHT AND WRONG—Acting foreman Lou Huddleston shows mechanic Joe Mattos, left, correct way of lifting. G. G. Wadsworth, safety engineer, right, below, and A. R. "Tony" Lucchesi, maintenance superintendent at Seminary division, use "Knothead" to demonstrate wrong way for a "pick-up".

THIS IS HOW—Supervisor J. C. Jorgensen demonstrates correct way of lowering or raising driver's seat to operator J. E. Self. To help prevent on-the-job accidents, supervisors and foremen will meet personally with workers to demonstrate and explain safe working methods.

worker, individually, knows the safe way of doing his job."

After making a comprehensive study of on-the-job accidents, Wadsworth worked out the "man to man" approach to cover each of approximately 1,000 drivers and 190 maintenance employees.

Supervisors and foremen were briefed in demonstrating and explaining specific rules of safety. Generally, this plan will be followed:

A supervisor will spend five minutes each day with an individual operator, usually at the end of a line.

The first project, covering how the driver's seat can be adjusted safely, will emphasize:

"Don't try to adjust the height of the driver's seat while sitting in it."

At the same time, foremen will be giving each mechanical worker a check on safe lifting practices ranging from how to stand, lift and turn—by changing feet position and not twisting the body.

Wadsworth expects the first series to take about a month, with 25 supervisors contacting the drivers and 20 to 25 foremen and leading men talking to mechanics.

Then the program will take up another accident cause. For operators—how to grip the steering wheel so they won't be injured by a "kick back" if the bus hits a bump or chuck hole.

Mechanics will proceed to safe and proper methods of using and caring for hand tools.

Strains and sprains, along with cuts and bruises, also will be covered in the weeks ahead. The major goal not only concerns the solving of personal and economic problems but a fervent desire to ban forever such phrases as:

"Oh, my aching back:"

Our 'Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month — letters unsolicited from residents of the East Bay who are owners of the transit system. Letters were selected at random to represent the quality of courtesy service and safety demonstrated by AC personnel in their most important relationship with our customers.

. . . The driver (L. G. BABO) is at all times courteous and cooperative to the point of calling out the streets so they can be understood by all passengers. Last Thursday, during a driving rain, he was particularly thoughtful in calling attention to those leaving the bus to puddles in the gutters and in every way had the welfare of his passengers in mind.

G. W. Aljian
Menlo Park

* * *

I would like to recommend operator (AUGUST BELL) for his talents in helping a stranger . . . he took his time explaining how the best way to go to the Chevrolet plant in Oakland. He not only helped me get there in time for my appointment but he further offered to assist me in securing another bus by waiting until the next one arrived . . .

Richard R. Rydberg
San Francisco

* * *

About a month ago I was riding on a bus and couldn't help but notice that the driver (J. O. PERDUE) called the name of the streets loud and clear so that we could hear toward the back of the bus. Thus far he is the only one who has called the streets so that I could understand him. . . . He's an elderly man, but very courteous and helpful to us strangers in the city who do not know our way around. . . . Also, I especially like the reduced fare on Sundays and holidays so that we can look over the city without much expense . . .

Mrs. Rose B. Kaiser
Oakland

* * *

. . . I had occasion to send my two children from San Lorenzo into Oakland to meet their grandparents. The children experienced some difficulty on this, their first trip; however, the driver (PETER MAZUCA, JR.) was most kind in rendering them his most kind assistance.

Warren M. Steele
Oakland

* * *

. . . I had the occasion to ride the 33 bus from Berryman and Henry to 5th and Broadway. Again, I was delighted with the superiority of the driver of this particular bus (JAMES HARRIS). This driver is careful, kind, courteous and pleasant.

Mrs. Frances M. Sullivan
Berkeley

* * *

Yesterday I boarded an "O" coach in San Francisco bound for Alameda. Upon our departure, I overheard a middle-aged couple in the seats immediately behind me comment first on the good service, followed shortly by the comment on the comfort of the coach. . . . Being admittedly remiss when it comes to passing out complimentary remarks . . . I felt I should take time to toss a bouquet . . .

Alvin M. Withers
San Francisco

Alligator 'Gets Lost' -but Briefly-On Bus

A baby alligator turned up this month, abandoned on a Berkeley bus, leading lost property clerks to conclude they have just about had EVERYTHING.

The alligator, well-fed and harmless, was found in a small cardboard box, sitting on the seat of an Ashby Ave. coach on Line 74. Operator T. A. Murray summoned assistance and Supervisor Fred Hymes, who seemed the least surprised of anyone, drove out to pick up the unexpected rider.

Hymes presented the box (screams!) to various secretaries at the general offices, then turned it over (gasps!) to lost property expert, Martha Nielsen. She filed it in a wash basin, but soon discovered that people who have tried to find homes for kittens should maybe try alligators instead.

Besieged with offers to "adopt" the foot-long "gator", she gave it to the first in line, W. L. "Pete" Dodson, safety supervisor, who took it home to his six youngsters at 16702 Rolando Ave., San Leandro.

The children, who named the new pet "Fred", found the alligator enjoyed moving in with their pet polliwogs. In fact, he found them delicious.

TAKE IT AWAY — The "'gator" with a smile fails to charm Martha Nielsen, lost property clerk, after ride on Berkeley bus.

Dodson, now in the market for new polliwogs and a separate aquarium, expects to keep "Fred" as a "lost and found property" for a month, before he officially joins the family.

In the meantime, nobody has solved the mystery. How did the alligator get "lost" on the bus in the first place? And who does he belong to?

Upgrading of Transit Set for Wider Area

(Continued from Page 1)

Jack London Square terminal used on week-days. Schedules were coordinated with Line 11 to provide a 15-minute headway along Broadway as an added convenience to patrons.

Line 54-35th Ave.—An additional bus was added to Line 54, starting July 1, to provide night service on 35th Ave. every 45 minutes, Monday through Saturday.

Line 79-High St. Frequency of service on the High Street line was improved, effective July 1. Evening headway was speeded up from every 45 minutes to 30 minutes, Monday through Saturday.

Improved traffic conditions also resulted in a speed-up of from one to five minutes on transbay service on Lines A, B, E, F, L and N. Departing schedules were not changed, but passengers were arriving at work and at home a little earlier than previous times.

ACTIONS OF THE BOARD

At an adjourned meeting June 26, 1963, the Board of Directors:

• Authorized extension of Lines 69 in Richmond and 7 in Berkeley, revision of service on Lines 15 and 77, and inauguration of new transbay commute service to Park Blvd. area of Oakland and Montclair, on motion of Director Warren.

• Awarded contract for tire rental and service to Firestone Tire and Rubber Co., on motion of Vice President Coburn.

• Authorized General Manager to accept nomination for three-year term on board of directors of American Transit Association, on motion of Director Bettencourt.

• Directed General Manager to investigate feasibility of hydrofoil vessels for transport of transit patrons, on motion of Director Bettencourt.

* * *

At the regular meeting July 10, 1963, the Board of Directors:

• Opened bids for purchase of new buses and referred them to General Manager for analysis, on motion of Vice President Coburn.

• Authorized General Manager to call for bids on repainting building facilities at Seminary division, on motion of Vice President Coburn.

• Denied claim filed by Y. Charles Soda concerning rental payments on building formerly housing district offices at 1106 Broadway, on motion of Vice President Coburn.

TRANSIT TIMES

Published monthly by the

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Latham Square Building
508 Sixteenth Street
Oakland 12, California
Telephone 654-7878

BOARD OF DIRECTORS

ROBERT M. COPELAND . . . . . President
Director at Large
WILLIAM H. COBURN, JR. . . . Vice President
Ward I
RAY H. RINEHART . . . Director at Large
WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

ADMINISTRATIVE OFFICERS

KENNETH F. HENSEL . . . General Manager
ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . Public Information Manager

Landscaping Adds New Transit Look

Landscaping and maintenance projects were undertaken this month by the district in an effort to give a "new look" to other sections of operation.

Landscaping programs included planting shrubbery and ground cover at the district's "Park & Ride" center at Henry and Berryman Sts. in Berkeley, improving the appearance of the popular free parking spot.

The Richmond division also was improved by the planting of a line of evergreen elm trees along Macdonald Ave. and the 21st Street sides of the property.

The Seminary division also was in line for improvements, including the substitution of concrete pavement for asphalt in the wash rack area and the repainting of the exterior of division building facilities.

TRANSIT TIMES
Alameda-Contra Costa Transit District
Latham Square Building
Oakland 12, California

Return Requested

STANLEY SCOTT
BUREAU OF PUBLIC ADM
346 LIBRARY ANNEX
UNIVERSITY OF CALIF
BERKELEY CALIF

BULK RATE
U.S. POSTAGE
PAID
Permit No. 2105
Oakland, Calif.

AC TRANSIT transit-times

For the Good of Your Community

Vol. 6 No. 4 OAKLAND, AUGUST 1963

New 'Bucket' Seats to Improve Riding Comfort on 30 More Transit Liners

As result of a study into latest improvements in equipment, AC Transit will be able to offer its passengers more comfortable seats and an easier operating rear door exit in 30 new buses ordered this month for delivery before the end of 1963.

The buses, costing $818,000, will accommodate passenger growth and replace obsolete equipment. Fifteen of the coaches will be assigned for use on neighborhood lines, while the rest will supplement other East Bay service.

With the new coaches, the district will retire between 10 and 15 obsolete gasoline-powered models. The contract award to General Motors Corp. also incorporates an option for the purchase of another 30 buses before May 1, 1964, giving the district the advantage of holding the line against possible price increases in anticipated equipment needs.

The new rear door exit will retain the safety features of the push-type door presently in use, but will open at finger-touch control, with an assist from air pressure. The buses also will feature European-type bucket seats, enthusiastically approved during a public preview in Alameda last month.

Interior ceiling paneling presently in use on the district's newer equipment will be extended down past the windows on the latest coaches to present a more attractive appearance and to simplify maintenance.

The contract calls for both 53 passenger and 45-passenger buses, putting costs under the $855,000 earlier estimated for immediate equipment needs.

Towers Named to Head AC Maintenance

Everett A. Towers, East Bay transportation veteran, was appointed general superintendent of maintenance for AC Transit this month.

Towers, 63, was named to the top maintenance post to replace J. Brooks Rice who resigned to return to Western Greyhound Lines.

The new maintenance executive has been employed in the East Bay transit industry for more than 40 years.

Towers went to work with Key System in 1920 as a machinist apprentice, working his way up as machine shop foreman, equipment construction superintendent and maintenance superintendent at the Emeryville division. He was named Rice's assistant when the district took over Key System in 1960.

(Continued on Page 4)

East Bay to Mark Centennial of First Train-Ferry Service During September

One hundred years ago, the event didn't attract any too much attention. Next month, however, the East Bay expects to do better by perhaps the most important date in its momentous transportation history—the start of the first train-ferry service.

It was on Septmber 2, 1863, that the "Liberty," an ornate little locomotive with a good-luck figure riding the pilot deck, steamed down Seventh Street from Broadway to Gibbons Point to load passengers aboard the spruced-up ferry, Contra Costa.

It was the beginning of the first transbay commute, inauguration of the first steam train service, hub of a local and transcontinental transportation system that was to speed the progress of the entire Bay area.

Pioneer residents later recalled the inauguration of the "Local" as one of "great pomp and ceremony," but in San Francisco, it was completely ignored. All eyes seemed focused on the transcontinental train and a fight for its terminal.

Spearheaded by Bay area transit historical groups, the Oakland Chamber of Commerce and AC Transit, the East Bay expects to do better on this centennial.

A month-long exhibit of transportation material, covering the past 100 years, has been planned for public view in the downtown area.

Governor Edmund G. Brown is scheduled to address a civic luncheon Sept. 30 which will feature transportation veterans, from our own ranks and from other companies that over the years were involved in boosting the eastern side of San Francisco Bay into the terminal for transcontinental railroads, the port of ships from around the world, the hub of the finest street transportation system

END OF LINE—The Oakland wharf in 1870's is pictured still under construction, but well enough equipped for the title "where rails and water meet." This was terminal for the first East Bay train-ferry service, ferry boats, first transcontinental train, and sailing ships.

HUB OF TRANSIT—Station at Seventh and Broadway served first East Bay steam local, also first transcontinental train. Gas light on corner, first in Oakland, spread its gleam in 1866. The "Liberty," right, pulled train on first transbay "commute" in September, 1863.

in the nation, the center of a local and transbay bus network which now provides, a century later, an undreamed of answer to the question which bothered the first residents—how to "cross the bay?"

Other events will be held during the observance, planned to last for the month of Septmber to give school children and residents, along with visitors, a chance to learn—or be reminded of—the amazing journey from tracks to tires.

The district's historical booklet, issued in October, 1960, when the area crossed into a new era by inaugurating its first publicly-owned transportation system, the Alameda-Contra Costa Transit District, will be up-dated and re-issued.

The first steam-train-ferry commute was provided by the San Francisco and Oakland Railway Company, running to a wharf built at Gibbons Point, later to be known as Oakland Point and still later, after the wharf was extended, as Oakland Mole.

The "Local," as it was called, played an integral part in local and interurban service, while the same tracks were used by the first transcontinental train. The Seventh and Broadway station also was a hub for much of Oakland's street transit service—from horse car days to the trolley era—until the Key Route entered the field in 1903 with faster electric trains, a new and longer pier and a time-saving water route to San Francisco.

Rice Commended for Top Maintenance

(Continued from Page 1)

General Manager Kenneth F. Hensel said Towers will bring to his new position "years of valuable experience in local transportation.

"The district is most fortunate to have such qualified personnel available to fill its top executive positions," he added.

Towers' civic activities include the Aahmes Temple of the Shrine. He resides with his wife, Mildred, at 324 51st St., Oakland.

E. A. Towers

Rice, who had been with Greyhound for 29 years—counting six years in military service—before he joined AC Transit in 1960, is returning to his former company with a new title and greater responsibility. He will be director of maintenance for the entire western operations of the company, with offices in San Francisco.

During his tour with the district, AC Transit received the Fleet Owner Maintenance Efficiency Award for 1962, given by the national trade magazine of the truck and transit industry for excellent maintenance performance.

The nation's top honor for fleet motor color design also was awarded to the district in 1961, by *Fleet Owner* magazine, for the color design of new equipment.

A resolution, commending Rice for his part in these achievements and in the district's outstanding maintenance record, was adopted by the directors after they were informed of his resignation.

Rice, who had served as assistant maintenance manager for Greyhound from 1946 until 1960, will continue to make his home at 5200 Hillen Dr., Oakland, with his wife, Emile. He has a married daughter, Mrs. Linda Larson of Castro Valley, and a grandson, Michael, 3.

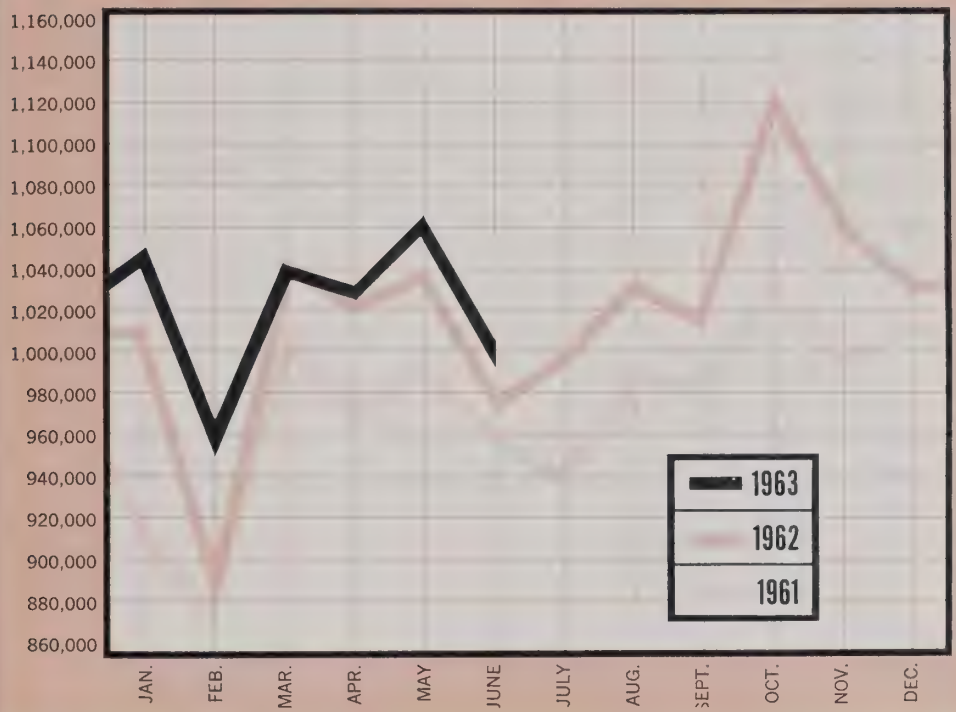
During World War II, Rice served as a staff officer with the U.S. Army Transportation Corps and spent 15 months overseas. He is a colonel in the Army Reserve.

More Information

A note or phone call to the transit district—654-7878 will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

RECOGNITION — Special engraved plaque is presented to J. Brooks Rice, left, by General Manager Kenneth F. Hensel in "appreciation and recognition of outstanding service" as AC Transit maintenance manager.

AC/transit PASSENGER REVENUE . . . COMPARISON WITH PREVIOUS YEAR



AC Transit passenger revenue continued on the upswing during June, amounting to $1,000,352 for the month, an increase of 2.6 per cent over June, 1962.

Number of passengers carried during June on local and transbay lines totaled 4,087,350, an increase of 1.35 per cent over the 4,032,720 figure for last year.

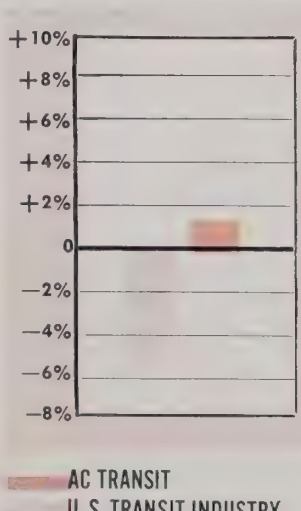
Nationwide, the transit industry continued in the red, with preliminary June figures indicating a passenger revenue decrease of almost 6 per cent. The decrease was highest in smaller cities and was minor in the cities in population groups of 500,000 and over. San Francisco Municipal Railway, for example, remained almost even, carrying 11,764,000 passengers during the month, a drop of 0.8 per cent below 1962.

Commute book sales for AC Transit were $152,960 for the month, an increase of 0.7 per cent over sales for the same period in 1962.

Passenger revenue, plus other income, totaled $1,069,420, an increase of 2.6 per cent, and was sufficient to meet operational costs of $996,292, which were down .77 per cent below June, 1962. Income was not sufficient, however, to provide for full amortization and depreciation and bond debt requirements, leaving a deficit for the month of $97,482.

JUNE PASSENGERS

Percentage Change from Previous Year



Our 'Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month — letters unsolicited from residents of the East Bay who are owners of the transit system. Letters were selected at random to represent the quality of courtesy, service and safety demonstrated by AC personnel in their most important relationship with our customers.

I think it is about time I wrote and expressed my appreciation for your wonderful service—the Information Department . . . I could never say enough for those girls . . . in moments I receive directions, which bus, where to get off, to any number on any street. And never once have I heard an impatient rejoinder . . .

Mrs. Hanna Warner
Oakland

* * *

I would like to voice my appreciation for the courtesy extended to me by one of your bus drivers (K. E. BILLINGSLEY) who saw me some distance from Webster and Santa Clara trying to hasten my speed to get on the bus and waited for me to get on. I am 74 years old and have slowed down considerably. If I had failed to get that bus, it would mean a long wait . . . thank you . . .

Mrs. Josephine Morrisey
Alameda

* * *

Had the pleasure of riding a bus driven by a mannerly, competent man the other day (K. E. RONNING) . . . he answers questions politely, gave clear and definite instructions, didn't bring the bus to a jolting stop . . . and gave . . . ample time to disembark without being nervous . . .

Alice B. Hoffman
San Leandro

* * *

I would like to call your attention . . . to (MRS. MAVIS BECKETT) . . . she greets her passengers with a smile . . . she goes out of her way to be courteous and to give helpful information . . . before leaving the terminal, she explains clearly that "this bus is an express" . . . She also points out that the "No Smoking" sign should be observed. Finally, she has a smile and a cordial word for passengers leaving.

Edward C. Hartman
Oakland

* * *

. . . This man (R. H. CARPENTER) got out of the bus to aid a blind rider in traversing a busy street. I think that unselfish actions such as this are the best public relations that an organization such as yours can receive.

William T. Hunter
Oakland

* * *

. . . Three elderly ladies were bidding one of them goodbye as the other two were taking the bus. Many drivers would have been impatient to be off—not this one (V. G. WALKER) . . . he had a gentle wave and goodbye to the little lady left behind.

Mrs. M. L. Cayot
Oakland

* * *

I would like to take this opportunity to thank the Transit District for supplying such excellent service to its patrons by the extended service, improved buses and choice of drivers . . .

Mrs. R. A. Hutzler
Hayward

Hand on the Throttle

Veteran Recalls Days of Trains and Rails

By Virginia Dennison

There may be a bit of "Casey Jones" in most of us, but there's more than a wee drop of railroad blood in M. P. "Sammy" Samuelson, a 40-year transit veteran who's held the throttle on rails and tires.

In Sammy's case, it was the whistle!

There's nothing yet to compare with the feeling of riding up in front, alone in your cab, the tracks clear ahead, the train rolling smoothly behind and a crossing ahead, where you can really bear down on the horn.

Like all young men, Sammy felt the surge in a locomotive's call, perhaps louder because it sounded over the dust and dullness of farming near San Luis Obispo. Unlike many, he followed the call and even now, 64 years old this month, it's undimmed.

One of the few veteran trainmen remaining on AC Transit rolls, Sammy made his last transbay run on the F train in April, 1958, before it rolled into oblivion. Then, like other railmen, he switched to buses.

A driver out of Seminary division, mostly on Line 64-23rd Ave., Samuelson has been around long enough for the talk to be circling back again to high-speed trains. As far as he's concerned, they never should have taken the rails off the Bay Bridge.

"All we needed was good equipment. Bridge operation was simple and it could have been fast. But the equipment was too poor. No excuse for those train units —only four motors in two cars! And besides, they were awkward to load."

Sammy, who lives at 2501 67th Ave., started as a street car conductor in May, 1923, after a dismal experience trying to drive a motor bus in Los Angeles. He made it up front as a motorman; then transferred to the trains at the pier.

M. P. "Sammy" Samuelson
In memory, the whistle still blows

Starting as a brakeman on January 31, 1926, he again worked his way forward to the cab. Of all the lines, he liked the Northbrae line the best—because "you got to blow the whistle all you wanted!"

During the years he worked all the lines, moved briefly over to buses before World War II, then back again to instruct needed motormen in how to run trains.

He misses the trains and the rails—and aside from blowing the whistle, the interesting problems involved – like the skill of handling a long train and in making smooth stops.

He remembers all the things that happened, including having his train welded by a short to the third rail on a Thanksgiving Day. He still has his uniform, with its "flying key" buttons, and his greatest source of pride—the six stars which mark, five years at a time, the more than 30 years he spent on Key System trains. A star-bright memory.

ACTIONS OF THE BOARD

At an adjourned meeting July 24, 1963 the Board of Directors:

• Awarded contract for purchase of 30 new buses to General Motors Corp. at a cost of $818,000, on motion of Vice President Coburn.

• Approved service changes on Lines 51-College Ave. and 68-Garvin Ave., on motion of Director Warren.

• Approved Alameda County Highway Advisory Committee program for improving State highway system in 1964-65 fiscal year, on motion of Director Warren.

• Authorized representation at annual meeting of American Transit Association, on motion of Vice President Coburn.

* * *

At the regular meeting August 14, 1963, the Board of Directors:

• Approved inauguration of bus service in southeast Hayward residential area terminating at new campus of California State College at Hayward, on motion of Vice President Coburn.

• Authorized $1500 for feasibility study on possible use of hydrofoil and hover craft by the District, on motion of Director Warren.

TRANSIT TIMES
Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Latham Square Building • 508 Sixteenth Street
Oakland 12, California • Telephone 654-7878

BOARD OF DIRECTORS

ROBERT M. COPELAND . . . . President
Director at Large
WILLIAM H. COBURN, JR. . . . Vice President
Ward I
RAY H. RINEHART . . . Director at Large
WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

ADMINISTRATIVE OFFICERS

KENNETH F. HENSEL . . . General Manager
ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . Public Information Manager

• Adopted resolution commending J. Brooks Rice for devoted service as maintenance manager, on occasion of his resignation, on motion of Vice President Coburn.

• Officially determined prevailing wage rates in construction industry for purposes of bid documents, on motion of Vice President Coburn.

District Records Low Accident Costs

AC Transit's accident costs last fiscal year were among the lowest in the industry, totaling 2.9 per cent of the district's gross income.

The district spent $364,000 during the 1962-63 fiscal year on accident claims and injury insurance, according to Robert E. Nisbet, attorney for AC Transit. The national average for transit companies was 4.5 per cent. Some larger operations were as high as 11 per cent.

Claims department efforts, plus the district's concentration on safe operations and the cooperation of drivers and maintenance workers, contributed to the low rate, Nisbet said.

TRANSIT TIMES
Alameda-Contra Costa Transit District
Latham Square Building
Oakland 12, California

Return Requested

BULK RATE
U.S. POSTAGE
PAID
Permit No. 2105
Oakland, Calif.

transit-times

For the Good of Your Community

Vol. 6 No. 6 OAKLAND, OCTOBER 1963

District Maintains Growth, Faces New Era of Development

AC Transit maintained its role for another year as one of the few major transport properties in the country to show steady patronage growth.

During the past fiscal year, operating revenue was enough to meet operation costs—despite a big boost in expenses—but was not enough to cover purchase of necessary new equipment or provide for the next full year's share of bond indebtedness payments.

While faced with a tax increase, the district could take pride in its accomplishments of transit improvement, detailed in the district's annual report issued this month. The report shows a transit network at the top of the national list in growth of passengers, new ideas, and in changing a nationwide pattern of decreased riding to a local picture of patronage increases unmatched in any major metropolitan area.

Robert M. Copeland, president of the board, in his message to citizens of the district, reported the past year had proven that people will use public transportation when it is efficient, comfortable, economical and takes them when and where they want to go.

By giving the public the service it wants, he said, the public has responded in turn with "help, friendliness, appreciation

(Continued on Page 2)

Discussions Start On Coordinating Operation Of AC Transit, BARTD

Initial meetings toward fully coordinating the operations of rapid rail transit and AC Transit were held this month.

Directors of AC Transit invited the Bay Area Rapid Transit District to appoint a "top-level" committee of its own board members to meet with a similar board representation from AC to begin discussions.

In proposing the meetings, Director William J. Bettencourt said it is necessary to know how BARTD plans might affect AC operations and finances, and steps should be taken now to coordinate plans of the two districts.

The rapid transit district suggested, in reply, that sessions first be set up on the staff level to "identify problem areas and possible approaches" as perhaps the most productive means of attacking complex problems which must be resolved.

The AC board agreed to follow the proposal and directed General Manager K. F. Hensel to set up staff sessions concerning the subjects to be covered including transbay operations and joint fare structures.

Staff discussions are expected to result in a proposal for coordinated operations which could be presented to committees of the two boards for policy consideration and decisions.

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY NOV 5 1963 UNIVERSITY OF CALIFORNIA

Annual Report Shows Prog

(Continued from Page 1)

tion and warmth far more than mere support."

During the past year, the district carried 51,710,155 pasengers, a growth of 3.45 per cent, as compared to a decrease of 2.45 per cent shown by the industry.

Passenger revenue totaled $12,392,647, an increase of 4.02 per cent. On East Bay lines, revenue was up 3.39 per cent, while transbay operations showed an increase of 5.11 per cent.

The growth of express line was particularly steady, showing a revenue increase of 19.68 per cent over a year ago.

Copies of the 1962-63 annual report, which features the City of Albany on the cover, may be obtained at the general offices, Latham Square Building, Room 415, Oakland, or through the mail by telephoning 654-7878.

Operating revenues of $12,739,800 were enough to cover operating costs of $12,369,500—which were up 8.4 per cent over the year before — but were not enough to meet other requirements of equipment renewal and bond costs.

In his review of the year, General Manager K. F. Hensel detailed the district's plans to improve, streamline and reroute service in keeping with population changes.

AC Transit plans to provide the best possible equipment for present and future service, beginning with the addition of at least 30 new Transit Liners to the bus fleet, critically needed to keep up with service and take the places of obsolete equipment.

Besides looking ahead to future needs, he said, the district is concentrating on ways of operating more profitably and efficiently.

In outlining objectives, Hensel laid particular stress on the development of new ideas, aimed toward achieving increased riding.

Among many major accomplishments for the year, he listed the following:

• Extension and improvements to transbay service, establishment of new neighborhood lines, improvements and extensions to existing local and trunk lines, and improvements and additions to the area's system of intercity express.

Veteran Transit Workers Taken by Death

Death has come unexpectedly to two of the district's well known workers, as well as to a group of pensioners.

John C. Jorgensen, veteran supervisor, died Sept. 7 at his home, 2656 Nichol Ave., Oakland. He entered service as an inspector in 1918, and was assistant superintendent of the former Western Division before he became a supervisor in 1945.

Edwin W. Derbidge, who died on Sept. 6, put down his musical instruments for a transportation career in 1933 and was a veteran operator on Line 11—Oakland Ave. He lived at 561 40th St.

Among the pensioners, E. P. Mountfort, 83, of 2309 Mono St., El Cerrito, died Aug. 11. He entered service in 1919 and was a bus driver when he retired in 1945.

Chris Jorsensen, 423 Montclair Ave., Oakland, 77, who also died in August, worked as a street car operator and bus driver before he was pensioned in 1951.

T. F. Hale, 76, who died Sept. 10, entered service in 1912 and worked as a foreman, repairman and leaderman in the ways and structure department before he was pensioned in 1954. He lived at 916 Peralta Ave., Albany.

ress, Details Future Plans

• Total local mileage increased to 15,577,200, a boost of 2.67 per cent over the previous fiscal year.

• Transbay mileage increased to 6,-901,600 annual miles, a boost of 3.36 per cent. In all, the district operated 22,-478,000 miles of scheduled service.

• Four new lines inaugurated, including a new intercity express line—fifth for the district—to Washington Manor and Bonaire.

• "Sunshine Specials" providing the first public transportation to summer activities at Charles Lee Tilden and Thomas J. Roberts recreational areas.

• Service improvements made on almost every line, including extensions, additional schedules and more frequent service. Greater use made of MacArthur and Nimitz Freeways, with speedup in transbay operations.

• The fleet of new buses growing, with 280 in operation; bids authorized for an additional 30. Total of 636 buses in service at end of year.

• Free bus rides provided for Berkeley shoppers through "Ride & Shop" validation plan developed by the district and Berkeley Downtown Center.

• Sunday and Holiday excursion pass continued on year-around basis, as result of trial period success.

• Development continued of "Park & Ride" centers, allowing residents to park free while using bus service.

• New shelter at San Pablo Station, busy transfer point, which is first in program of erecting passenger shelters.

• New labor contract, effective December 1, 1962 giving public and union members assurance of labor peace for two and a half years. Bus drivers awarded 32-cent hourly increase over period, with other benefits. Wages also boosted for other organized personnel; for supervisory personnel and non-union workers.

• Public and employees provided with more modern and efficient customer service facilities with district move from Key System building at 1106 Broadway to new general headquarters in Latham Square Building, 16th and Telegraph.

All Is Loud, Clear and Exclusive As New Radio System Goes on Air

The district's new communications system was in operation this month giving a clear field between Central Dispatch and 29 mobile units, located in maintenance vehicles used by the supervisory force.

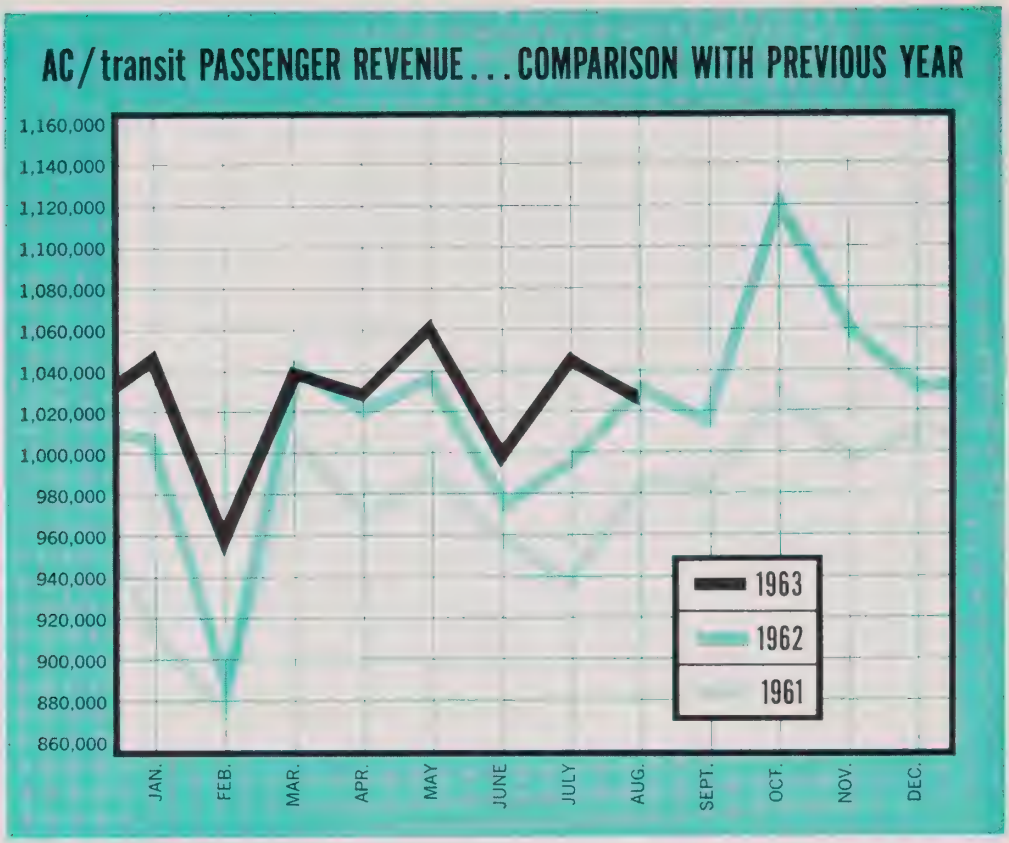
With the new narrow band system, radio contact has not only become more efficient, but quieter, clearer and without other electronic interference.

It also marked the end to messages that frequently came booming over the airwaves from Detroit, Cleveland, New Orleans, helicopters, boats and, especially, from oil fields in the Gulf of Mexico.

On one occasion, when Central Dispatch couldn't get through to a supervisor in East Oakland, a radio voice offered to relay the message—from 200 miles out of New Orleans in the Gulf. On another occasion, AC Transit went off the air for a brief period when an emergency happened in the gulf oil fields.

The new radio transmission and reception units, required to meet FCC wave length assignments, were installed by Motorola at a cost of $22,000.

The system works via a new base station installed on Round Top mountain in the Berkeley hills. Brought efficiently into range, as a result, is every part of the district, from El Sobrante in the north to Fairway Park in the south.



The first two months of the district's new fiscal year began on an optimistic note, with passenger revenue taking a decided jump in July and remaining virtually stable during August.

Passenger revenue in July totaled $1,046,322 as compared to $992,021 the year before, an increase of 5.47 per cent. In August, passenger revenue was $1,027,718, as compared to $1,030,082 a year ago.

The number of passengers carried on local and transbay lines during the two months totaled 8,089,073, an increase of 179,730 over the same period in 1962.

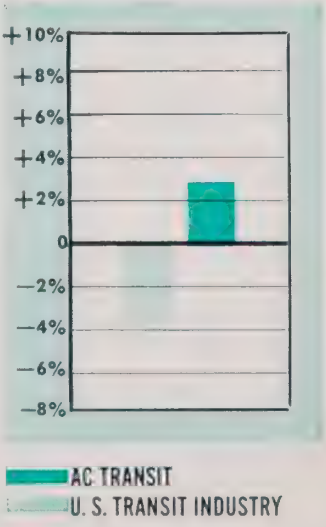
Nationwide, the transit industry continued to show a decline. July figures showed a riding decrease of 1.29 per cent, while August totals indicated a drop of 5.64.

Commute book sales for AC Transit totaled $168,905 in July, up 6.4 per cent, and $163,763 in August, a decrease of 1.4 per cent.

Total revenue for the two months was $2,485,436, which was sufficient to cover total operating expenses of $2,119,534, plus $352,470 requirements for equipment renewal and bond debt service, leaving a surplus for the two months of $13,432. Miles of scheduled service totaled 3,806,260, an increase of 73,061 miles.

JULY AND AUGUST PASSENGERS

Percentage Change from Previous Year



New Buses Soon in Public Review

The public had a preview of what to expect in riding improvements this month when six of the district's newest motor coaches were exhibited in downtown Alameda, Oakland, Berkeley, Richmond, San Leandro and Hayward.

The buses, first in a shipment of 30 new motor coaches ordered by the district, are to be spotted at major concentration points so that the greatest number of residents can board and inspect results of a study into latest interior improvement.

The buses, costing $818,000, feature "Mark I" European-type bucket seats given enthusiastic public approval during recent tests on improved seating facilities. A new rear door exit retains the safety features of the push-type door presently in use, but will open at finger-touch control. Decor of interior paneling also has been improved.

The new buses officially were placed in operation on local lines beginning Thursday, Oct. 17, to accommodate passenger growth and replace obsolete equipment.

The new coaches will increase the district's fleet of streamlined Transit Liners to 310 buses, which represents almost half of the total AC bus fleet.

District Again Wins Maintenance Award

For the second year in a row, AC Transit's excellent maintenance performance won the highest recognition in the industry—the Fleet Owner Maintenance Efficiency Award for 1963.

The Award, a star for the pennant won by the district last year for its maintenance efficiency, was presented this month as a highlight of the National Fleet Owner Conference in Detroit.

Everett A. Towers, recently appointed as general superintendent of maintenance, accepted the award in behalf of the district.

The honor is given by Fleet Owner, national trade magazine of the truck and transit industry, for achievement of most favorable balance between low maintenance costs and reliable, trouble-free operation. The selection committee also considered number of miles operated per road call, number of buses available for service at all times, cost of maintenance per mile and general excellence of repair and maintenance facilities.

Additional Workers Find They Can Save Easy Way With U.S. Savings Bonds

Employee participation in the buying of U.S. Savings Bonds was on the upswing this month, with 83 new workers joining those who already are saving the "painless" way through the district's payroll deduction plan.

Along with the boost in new participants, there also has been an increase in the amount being saved, according to John F. Larson, treasurer-controller of the district.

Since Jan. 1, 1962, when the district began the payroll deduction plan, through Aug. 31 of this year, employees have purchased $272,525 (face value) worth of Series E bonds. This is considered an outstanding record for a newly-instituted program.

In a letter urging employee participation, General Manager Kenneth F. Hensel explained he had agreed to help the 1963 bond drive because the plan was not only good for the country, but for individuals as well. He also stressed that the district's payroll savings plan was easy, because the payroll department did the work—"and money you don't see you won't miss."

GET A HORSE — Robert M. Copeland, dressed as a horse car conductor, holds the reins for Supervisor Kent Pursel, left, and Louis Stein, during centennial parade.

KEYNOTE OF FUTURE—Robert B. Bradford, administrator of the State Highway Transportation Agency and main speaker at civic luncheon which highlighted observance of East Bay's Transit Centennial, tells listeners of new transportation expectations and development potentials.

Century of Transit Progress Celebrated

The past and the future were joined by transportation this month with the East Bay looking back over a century of transportation change and progress, while facing ahead to new transit developments and expected economic boom.

A month-long centennial observance not only marked the inauguration of the first train-ferry commute service 100 years ago, but called attention to the role to be played by transportation in the years ahead.

A civic luncheon, one of the highlights of the commemoration, also capped a special anniversary for AC Transit — its own third birthday of actual operation.

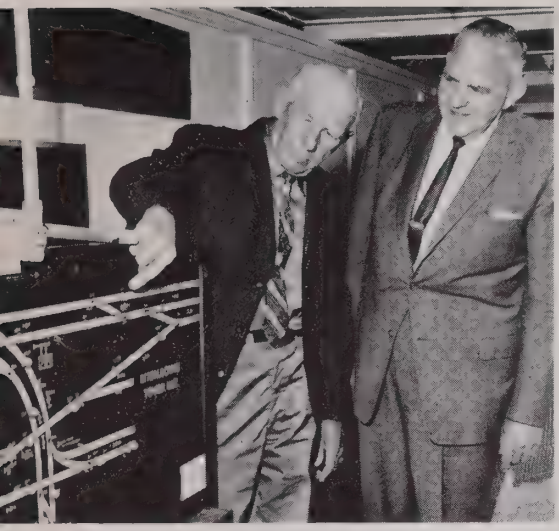
Another date important to the growth of this area was noted during this month — the 60th anniversary of the start of "Key Route" service on Oct. 26, 1903 — inaugurating the speeded-up train and ferry service that served as forerunner of today's publicly-owned bus system network.

Even the horse cars are not forgotten.

They celebrate a birthday, too, on Oct. 30, 94 years after the first horse-drawn car started "uptown" from First St. and Broadway.

The centennial celebration, sparked by AC Transit and area railway historical groups, included a transportation exhibit, a parade and the luncheon.

The exhibit, in store windows of the former Hale's department store at 11th and Washington Sts., gathered together the largest and most comprehensive display in the knowledge of bay transit experts. It included collections of the California Railway Historical Society; Pacific Coast Chapter, Railway & Locomotive Historical Society; City of Oakland Street and Engineering Dept., San Francisco Maritime Museum, Wells Fargo Bank, the



TRANSIT VETERANS — Ferry boat shipmates James C. McBrien, former chief engineer, above left, and Capt. Elling Bonde, Key System captain, recall days on San Francisco Bay at transportation exhibit. Other veterans, Gordon Robertson, left, and Fred J. Blatt, check over Robertson's signaling system.

Shipwrights', Joiners' and Caulkers', Local 1149, and a number of individuals.

The luncheon was arranged by the Oakland Chamber of Commerce, with the co-sponsorship of governing bodies from Alameda and Contra Costa counties; the transit district, Carmen's Union, Division 192, and the Alameda County N.S.G.W. and N.D.G.W.

Robert Bradford, administrator of the State Highway Transportation Agency, as main speaker, sounded a keynote of future expectations, telling the group of community leaders and transportation veterans that operations of AC Transit, construction of new area freeway systems and completion of the rapid transit network would come to a peak at the same time — bringing a development boom that "no one in this room has the courage to contemplate."

He appealed for cooperation in development of a master plan by the newly created Bay Area Transportation Study Commission, which will, in the next four years, attempt to prepare for the region's transportation future.

Robert M. Copeland, president of the AC board of trustees, spoke of the $9,000,000 spent by AC Transit in acquiring 310 new modern motor coaches; the 3,500,000 annual miles of service recently added to operations, and the fact that the district is the only major public transit system in the United States which has shown steady increase in passenger revenue.

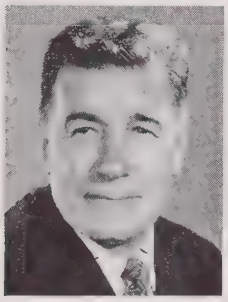
He also spoke of the problems to be faced, adding he expected full use of well-known tested equipment. including motor coaches for flexibility of operations on local streets; of rapid transit for capacity and speed on main lines, coordinated with a growing highway and freeway system for private automobiles and trucks.

The transit parade preceding the luncheon at Jack London Square included a horse drawn car that saw service in both Oakland and Berkeley; a model A bus, vintage of 1928; a 1935 model "twin coach," formerly used on neighborhood lines which made its first trip "downtown" in 25 years; a double decker bus similar to one tried 40 years ago in Oakland as an experiment, and three modern district buses.

Veteran Maintenance Workers Advanced In Ranks to Administrative Assignments

Three veteran members of the maintenance division hold new titles, responsibilities and assignments this month as a result of AC Transit's policy of advancing personnel from the ranks to fill administrative vacancies.

Following the appointment of Everett Towers as general superintendent of maintenance, General Manager Kenneth F. Hensel announced these additional promotions:



A. R. Lucchesi

A. R. "Tony" Lucchesi, superintendent of maintenance at the Seminary Division since 1946, promoted to assistant general superintendent of maintenance. He also is in charge of maintenance at Emeryville.

J. W. Enos, superintendent of maintenance at Richmond Division since 1947 and, with Towers, one of the veterans of the department, promoted to fill the position of superintendent of maintenance at Seminary, a larger division involving greater responsibilities.

J. W. Enos

D. C. Rodrigues

D. C. Rodrigues, maintenance foreman at Emeryville, promoted to superintendent of maintenance at the Richmond Division.

Rodrigues, who had been maintenance foreman since 1948, started with the former Key System in 1938 on the track gang, working up through the ranks to appointment as leaderman on the swing shift at Emeryville Division in 1946. He lives with his wife, Mary, at 894 Crespi Dr., San Leandro.

Lucchesi, an amateur golfer and bowler of ability, went to work for Key System as a cleaner 30 years ago turning down (with some regrets) a chance to play professional baseball. He's still active on the diamond — as manager of a semi-professional team.

Enos has been answering to "Joe" since he started with Key System as a mechanic in 1920 — the same year Towers went to work. Enos has also been through the shops, working up to foreman and then superintendent.

Safety Goal Raised as Result of Good Driving

AC Transit drivers have done such a good job of beating their own safe driving records, they were given a new goal starting the first of this month.

The new goal is 12,450 miles per accident, which is the figure drivers must surpass before they earn the traditional treat of free coffee and doughnuts.

The new "safety bogey" or goal was set after the Emeryville Division beat the old goal of 12,100 miles per accident for six months in a row, proving operators were not only doing a good job at "defensive" driving, but boosting the district's overall safety record as well.

The Emeryville drivers turned in 13,171 miles per accident in July; a high of 15,165 miles per accident in August and 14,682 miles in September.

The other divisions got in on the treating in September, with Richmond operators turning in 12,266 miles per accident and Seminary Division drivers tallying 12,228 miles per accident to better the goal.

Long Welcome in Order for Newcomers

A long welcome — covering three months — was in order for the following workers, hired by AC Transit during July, August and September.

General Offices

Treasury: Ralph Kvist, 1510-A Morton St., Alameda, junior typist clerk.

Tabulating: Irene Kilmer, 1820 Park Blvd., Oakland, key punch operator.

Emeryville Division

Transportation: Floyd Krause, 431-A 40th St., Apt. 7, Oakland;

Maintenance: Lloyd Smith, 50 Church St., San Francisco, service employee; George Philip Spinella, 3594 Lincoln Ave., Oakland, service employee "B."

Bus Operators: Robert Freeman, 450 28th St., Apt 103, Oakland; H. E. Dempsey, 1505 Quesada St., San Francisco; A. F. LaGardo, 2220 25th St., Oakland; A. C. Urias, 864 York St., Apt. 2, Oakland; Elsworth Walker, 2750 67th Ave., Oakland; T. A. Kelly, 2012 10th St., Berkeley; R. L. Callahan, 561 22nd St., Oakland; D .R. Ross, 437 Lincoln Ave., Alameda; T. D. Nelson, 907 Union St., Apt. 22, Oakland; Glennell Davis, 972 Minnesota St., San Francisco; T. G. Hind, 336 Wayne Ave., Oakland; J. C. Coln, 1904 Carquinez St., Richmond.

Richmond Division

Bus Operators: D. D. Dewberry, 705 Bissell Ave., Richmond; D. C. DeLong, 2120 Barrett Ave., Richmond; D. P. Boyer, 5233 Columbia Ave., Richmond; G. H. Seymour, 331 Macdonald Ave., Richmond; Dan Ewing, 716 Gertrude Ave., Richmond; W. H. Pinckney, 2176 Ward Ave., Berkeley.

Seminary Division

Maintenance: Douglas Haney, 6209 Mountain Blvd., Oakland; Thomas Sandoval, 354 21st St., Oakland, Oliver Moss, 6125 Hayes St., Oakland; service employees.

Bus Operators: J. W. Thomason, 565 Shepard Ave., Apt. 2., Hayward; D. E. Michaels, 4100 Nichandros St., Castro Valley; J. N. Roper, Jr., 2688 Naples St., Hayward; G. E. Nicholson, 23576 Jorgenson Lane, Hayward; C. O. Sigler, 2001 103rd Ave., Oakland; J. M. Silva, 8100 MacArthur Blvd., Oakland; R. F. Briscoe, 8100 MacArthur Blvd., Oakland; G. W. Hancock, 6638 MacArthur Ave., Oakland; D. B. Linde, 4092 San Pablo Ave., Emeryville; K. E. Davis, 1002 Blvd., Oakland; R. G. Theard, 1320 95th Foothill Blvd., Oakland; R. J. Berndl, 1845 Chestnut St., San Francisco; C. M. Curry, 6114 Foothill Blvd., Oakland; A. H. Young, 4173 Delaware Dr., Irvington; R. D .Markert, 2029 Central Ave., Alameda; D. P. Foster, 185 Fair Oaks Dr., Pleasant Hlls; R. W. Brocklesby, 1220 Walpert St., Apt. 20, Hayward; R. V. Wieland, 3573 Laurel Ave., Oakland; C. A. Chapin, 15814 Via Granda, Apt. 6, San Lorenzo; Manuel Paiva, 1730 Thrush Ave., San Leandro; L. L. Hadden. 509-A 105th Ave., Oakland.

New Information Available to Public

Two new publications were available this month, one marking district growth, an dthe other commemorating transportation's historical past.

An updated historical booklet, covering a century of transit progress, from the begining of the first train and ferry service in 1863, was issued as part of centennial observances.

A new route map also has been issued, charting AC Transi't expanding service pattern, including local and trunk lines, express lines and transbay operations. Similar to previous issues, it includes a guide for "going places on AC Transit" and a separate map of bus service in the downtown Oakland area. Either can be obtain by telephoning 654-7878.

CRUSADE KICK-OFF—United Crusade leaders discuss plans to increase district's participation to a full 100 per cent at annual kick-off dinner this month. Campaigners include, left to right, Par Danforth of Berkeley, volunteer speaker for Crusade; John Larson, group chairman, and Kenneth F. Hensel, general manager. Large Crusade poster in background set theme for dinner meeting.

United Crusade Campaign Gets Underway

The district's 1963 United Crusade campaign got underway this month on a note of increasing AC Transit participation to a full 100 per cent.

Pledge cards were sent to all employees, with pamphlets telling exact uses of money donated to United Crusade. More than 10,000 Bay area residents are served each day by Crusade agencies.

The theme, "Only your conscience can tell you how much to give," is being stressed during this year's campaign, with workers urged to make their own decisions after seeing how their donations are divided among 183 agencies in the area.

At the annual kick-off dinner, district campaigners were given material to help get the program under way from a veteran United Crusade volunteer, Par Danforth of Berkeley.

As group chairman, John Larson pointed out that the district tallied a 74.2 per cent participation in 1961 and 91.1 per cent last year and was shooting this year for the 100 per cent all-the-way record.

Honors for the first—and highest report went to N. P. Alevizos, superintendent of the Richmond Division, who disclosed that in the first two days of the campaign, Richmond employees had reached 97 per cent participation.

Taking part in the dinner meeting were General Manager K. F. Hensel; J. D. Goodman, Generva Modjeski, Joan Bonnetta, A. R. Lucchesi, G. M. Walker, W. G. Skilling, Alevizos, J. W. Enos and D. C. Rodrigues, representing various district groups, and Alan L. Bingham, public information manager.

Assisting at the kick-off, along with Danforth, was Mrs. Lillian Texdahl, Crusade staff director.

Montclair Freeway Express, Other New Improvements Added to District System

Service improvements were rolling smoothly and favorably in different sections of the district this month, in line with over-all objectives to study and better the transit network.

Patronage was reported as "good" on the district's newest express commute service, Line V-Montclair, with two buses added to original schedules a short time after operations were inaugurated.

The new freeway express provides first direct transbay service for commuters in the Park Blvd.-Glenview area and also cuts 10 minutes from existing commute time in Montclair and Crestmont.

In North Richmond, Line 69 was extended during the month from the former terminal at Chesley Ave. and Kelsey St. to 3rd and Market Sts., as a result of completion of street repairs.

A preliminary check on use of bus service to the new campus of the California State College at Hayward was considered favorable, with 300 passengers using the line at first count.

The new Line 91-A began running between downtown Hayward, the southeast residential area and the college on the day school opened, providing connections with all lines serving Hayward and major trunk lines from San Leandro. Plans are being drawn for erection of a passenger shelter at the first campus stop.

With the opening of classes at University of California, the district also began operating a special branch of Line 51 between University Village in Albany and the Berkeley campus.

The district agreed to take over the campus run for benefit of some 1840 residents of the village after private operatoars announced during the summer that service would be discontinued.

Supervisors Join Others on Pension List

Two AC Transit supervisors were among veterans who took a "busman's holiday" via the pension route this month, ending long years of transit service.

Hiram A. Wookey already has moved from his Oakland home and has a new address, P.O. Box 468, in Clear Lake Oaks. He entered service in 1942 as an operator, became a supervisor in 1946, and retired Oct. 1.

Fellow Supervisor Fred Hymes took his pension at the same time, but to devote time to the production of variety shows which has earned a family reputation. Hymes, who lives at 5401 Foothill Blvd., Oakland, went to work in 1923, spending over 33 years as a supervisor.

Other new pensioners include: Richard C. Stambaugh, 3128 63rd Ave., Oakland, who entered service in 1924 and knew the trains as well as the buses.

Don R. Gilmore, 3353 68th Ave., Oakland, who went to work as a motor coach operator in 1941.

George E. Reed, 3521 Wilson Ave., Oakland, who joined up in 1923 as a freight clerk and served previously as a dispatcher, supervisor and bus operator.

John A. Rogers, 622 Moraga Way, Orinda, who entered service in 1943 as a trainman and also worked as a towerman before he became a bus driver in 1958.

More Information

A note or phone call to the transit district—654-7878—will place your name on the mailing list for *Transit Times* if you are not already regularly receiving a copy of the monthly newsletter.

ACTIONS OF THE BOARD

At an adjourned meeting August 28, 1963, the Board of Directors:

• Awarded contract to paint main building at Seminary division to Pacific Painting of Berkeley on the low bid of $4,130, on motion of Vice President Coburn.

• Reaffirmed charter bus contract policy relating to origin and destination of trips, on motion of Vice President Coburn.

• Approved changes in job descriptions and salary ranges in maintenance department, on motion of Director Bettencourt.

• Authorized distribution of introductory bus tickets to new residents, on motion of Director Bettencourt.

• Levied a property tax rate of 12.5 cents per $100 of assessed valuation for the 1963-64 fiscal year, on motion of Vice President Coburn.

* * *

At the regular meeting September 11, 1963, the Board of Directors:

• Invited the Bay Area Rapid Transit District to begin discussions on mutual problems, on motion of Director Bettencourt.

* * *

At an adjourned meeting September 25, 1963, the Board of Directors:

• Approved minor re-routing of Line B—Grand Ave. to provide direct service between Oakland Army Terminal and San Francisco, on motion of Director Warren.

TRANSIT TIMES

Published monthly by the

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Latham Square Building • 508 Sixteenth Street

Oakland 12, California • Telephone 654-7878

BOARD OF DIRECTORS

ROBERT M. COPELAND . . . . . President
Director at Large
WILLIAM H. COBURN, JR. . . Vice President
Ward I
RAY H. RINEHART . . . Director at Large
WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

ADMINISTRATIVE OFFICERS

KENNETH F. HENSEL . . . General Manager
ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . Public Information Manager

* * *

At the regular meeting October 9, 1963, the Board of Directors:

• Authorized attendance of Everett A. Towers, maintenance superintendent, at National Fleet Owners Conference to receive Fleet Owner Maintenance Efficiency Award, on motion of Vice President Coburn.

• Approved $500 increase in annual dues to Oakland Chamber of Commerce, on motion of Director McDonnell.

• Amended rules for travel and personal expense regarding rail and airplane transportation, on motion of Vice President Coburn.

TRANSIT TIMES

Alameda-Contra Costa Transit District
Latham Square Building
Oakland 12, California

Return Requested

BULK RATE
U.S. POSTAGE
PAID
Permit No. 2105
Oakland, Calif.

STANLEY SCOTT
BUREAU OF PUBLIC ADM
346 LIBRARY ANNEX
UNIVERSITY OF CALIF
BERKELEY CALIF

ac TRANSIT transit-times
For the Good of Your Community
Vol. 6 No. 7
OAKLAND, NOVEMBER 1963

Express Network Shows Big Gain In Quarterly Report; New Lines Planned

Success of the East Bay intercity express service was apparent this month in the district's first quarterly report of the new fiscal year.

Express lines showed a 14.8 per cent increase in revenue during July, August and September of this year over the same period in 1962, according to a report made by John F. Larson, treasurer-controller.

Express revenues were 40.1 per cent greater than the same period two years ago, a few months after the first four limited-stop bus lines were inaugurated.

Two Per Cent Growth

Larson also reported that passenger revenue from all lines totaled $3,097,300 for the quarter, a two per cent increase over the first quarter of the last fiscal year. Total income was sufficient to cover all expenses including operations, equipment replacement and bond debt requirements.

In summing up, Larson said the current financial status of the district is in line with estimates made at the beginning of the year.

Comparisons turned up some startling figures, however. Transbay commute book sales for October — the district's third anniversary year — were up 30.5 per cent over the first month AC Transit went into operation.

Commute book sales, an indication of the growth in transbay bus commuting,

(Continued on Page 8)

New express lines and other improvements approved by the board of directors will slash traveling time for commuters in virtually all sections of the district starting next month.

The new projects take priority among district plans to provide faster and more direct service for more riders, attracting them from private automobiles to bus transportation.

The improvements include:

• Inauguration of a new intercity express, Line 31, to provide the district's first freeway limited stop service between Oakland and Richmond. The new express, also serving Albany and El Cerrito, will cut traveling time in half, with a schedule of 31 minutes between 23rd and Macdonald in Richmond and 14th and Broadway in Oakland.

• A new commuter express, Line 38, operating from downtown Oakland via East 14th St. and Bancroft Ave. to San Leandro, bringing speedy bus service to an area presently without express transit.

• Extension of Line 33-Berkeley express from its terminal at Solano Ave. and The Alameda into Albany, El Cerrito and Richmond during commute hours, providing direct transit between downtown areas of the four cities.

• Increased transbay express service for commuters between El Sobrante and San Francisco through improvements to Line L-Richmond express, while at the

(Continued on Page 2)

Remainder of New Equipment Expected In December as 'Holiday Gift' to Riders

With the first shipment of new Transit Liners already in service, district officials this month were expecting the rest of 30 new motor coaches to arrive here by mid-December.

Residents in East Bay cities served by the district had a chance to "look, sit and try" the newest in transit equipment after the first buses arrived. The coaches, costing a total of $818,000, reflect results of a study into latest improvements, of special interest to the public.

To give residents a preview, the buses were stationed in downtown Alameda, Oakland, Berkeley, Richmond, San Leandro and Hayward, then on another date, in El Sobrante, San Pablo, San Lorenzo, Castro Valley, Albany and El Cerrito. Route maps, tour booklets and timetables were available for free distribution during the hours the buses were open for inspection.

The new coaches feature "Mark I" European-type bucket seats, an easier to use push-type rear door exit and improved interior paneling.

Busiest Day in Three Years Tallied With Aid Of Weather and Racing

With a boost from the weather, the season and the "Sport of Kings," AC Transit started off November with the biggest day in its three year history.

Passenger revenue on Nov. 1 hit $46,996.48 in fares collected on local and transbay lines.

The record was attributed to the warm, clear kind of a day that brought shoppers out—apparently to take advantage of sales and early holiday bargains. Opening of the racing meet at Golden Gate Fields in Albany also added to the district's "purse" for the day.

Commuting Time Cut By Line Improvements

(Continued from page 1)

same time providing better service between Richmond and San Francisco.

• Extension of additional transbay Line F buses from Solano Ave. and The Alameda down Solano to San Pablo Ave. in Albany, providing more service during midday, as well as at night time and on Saturdays and Sundays.

The improvements will go into operation with the new sign-up Dec. 1 and 2, except for Line 38, which will be inaugurated after the Christmas holidays.

New Workers Assigned To Positions in District

Newcomers, who started employment with AC Transit in October, include the following:

General Offices

Claims: Sharon Kreitzer, 2500 Fruitvale Ave., Oakland, secretary.

Emeryville Division

PBX - Information: Iona Castlebary, 1032½ - 45th St., Emeryville, rehire, part time information clerk.

Maintenance, auto: Robert Wong, 235 Frisbie St., Oakland, service employee.

Bus Operators: R. E. Moore, 16001 Maubert Ave., San Leandro; J. G. Foran, 607 Beacon St., Oakland; L. J. Fontaine, 28 Heyman Ave., San Francisco; D. G. Anderson, 1729-D Seminary Ave., Oakland; A. R. Mongeau, 655 Magnolia Ave., H. H. Christian, 2445 Telegraph Ave., Apt. 14, Oakland.

Seminary Division

Bus Operators: E. L. Miller, 2217 Chestnut St., Livermore; V. K. Shinkle, 2251 Buena Vista, Apt. 21, San Leandro; V. W. Marshall, 326 Via Lucero, San Lorenzo; J. W. Hays, 6821 Foothill Blvd., Oakland.

THE MEET—First Key Route boats, the "San Jose" and "Yerba Buena," make what became a traditional passing near a strangely denuded-looking "Goat Island" in 1905, two years after start of service. This rare photo is among mementos of James C. McBrien, 85, AC Transit pensioner who had just gone to work on new ferry "San Francisco" when this picture was taken by his brother-in-law.

60 Years Ago: Start of the Key Route

Transportation history, which has played an unequaled role in the development of the entire Bay area, continued to capture the nostalgic interest of residents this month as another important anniversary was observed.

The beginning of "Key Route" service 60 years ago, on Oct. 23, 1903, was noted in newspaper stories that featured historic photographs collected by the district, many of them published for the first time.

The stories reminded readers that the electric train run, made without fanfare but with business-like precision, from Shattuck and Center in Berkeley to a new ferry terminal in San Francisco Bay, started a new era in transit.

The fast, comfortable and practical service—31 minutes from Berkeley to San Francisco—brought about development of the Key System and matching development of much of the Bay area. It also formed the nucleus of today's bus network.

The complex, but fascinating transportation past of the Bay area also continued to attract widespread interest through an exhibit, which was extended until the end of November, in store windows at 11th and Washington Sts. in downtown Oakland.

The exhibit was kept on view as result of requests from residents, who wanted more time to study transportation relics which may never again be shown in as comprehensive—and interesting—detail.

The exhibit was sponsored originally by AC Transit and historical railway groups to help commemorate the century of transportation progress that began with the first steam train-ferry commute service in September, 1863.

It continued under its own colors, however, as a rare example of departed forms of transportation, recalled now in memory—and through the efforts of collectors who preserved photographs, equipment and other mementos showing train, street car, ferry boat and early motor coach service days.

RECOGNITION: Albany Mayor Joseph A. Egenberger, Jr., left, accepts a copy of AC Transit's annual report honoring City of Albany, from Robert M. Copeland, president of the district board. Vice Mayor Lewis M. Howell, center, looks on. City Council members also were given copies of the report in recognition of Albany's cooperation.

Albany Cited for AC Transit Assistance

The City of Albany was both thanked and honored by the district this month for cooperation given AC Transit during its planning stages and since it has been in actual operation.

Robert M. Copeland, president of the board, and director William E. Berk, as representative of Ward II, appeared at a meeting of the Albany City Council to express the district's appreciation.

At the same time, they represented Mayor Joseph A. Egenberger, Jr., and members of the Council with copies of the AC annual report for the 1962-63 year, which features Albany on the cover.

Second East Bay community in alphabetical order to be recognized in the district's annual reports for contribution to the development of the district, Albany is described from "past to present" and its progress into a "city of homes." An artist's drawing made for the cover shows a Transit Liner on Eastshore Freeway, with Golden Gate Fields and Albany's view of the bay in the background.

Copeland also told the Council of district plans for inauguration of a new intercity express Line 31, which will give Albany direct, limited-stop commuter service with Richmond, El Cerrito and downtown Oakland, starting in December.

Extension of Line 33 from its Berkeley terminal to Richmond via Albany during commute hours and routing of additional transbay Line F buses down Solano Ave. to San Pablo Ave. will provide added service to Albany, Copeland explained.

Drivers Begin New Retraining Program

Bus operators, a few at a time, started retraining this month on operational and safety problems, including some new "kinks" that have arisen since the last instruction and demonstration course in defensive driving was held in 1961.

Continuing along the safety department's plan of taking six or seven men at a time for classes and on-the-scene practice, the retraining started with men from Emeryville and Seminary divisions and will continue with operators from Richmond after the first of the year.

The district cut its accident rate by 23.2 per cent in September, as compared to the same month a year ago, General Manager K. F. Hensel reported this month.

Complimenting the safe driving efforts of district operators, Hensel told the board of directors there were 149 accidents in the month, in contrast to 194 in September, 1962.

He also praised Emeryville division drivers who, for the seventh month in a row, have beaten the district's safe driving goal. In October, operators tallied 14,272 miles per accident, surpassing the most recently established goal of 12,450 miles. It was raised last month from a previous "bogey" of 12,100 miles as the result of safety records turned in by all divisions.

The instruction began with five types of accidents which are primary problems from the standpoint of cost and frequency: intersection, loading zone, sideswipe and clearance, rear-end and passenger fall mishaps.

Each will be discussed in detail, according to Safety Engineer G. G. Wadsworth, and will be followed by demonstrations.

New items to be covered include changes in Bay Bridge operation, how the new state hand brake law applies to district operations and use of and passenger reaction to the new air-assist push type rear door exit.

Material to be given operators includes National Safety Council pamphlets of night driving and how to avoid two-car crashes along with other data on basic methods of making right turns and avoiding accident traps.

The district's 950 drivers recently completed retraining in fares, transfers, schedules, routes, and operating practices.

Continuing is "man to man" instruction on safe working methods to prevent "on the job" accidents. Operators, one at a time, have been checked out on how to lower or raise the bus seat safely and now are being instructed in how to grip the steering wheel to prevent personal injury. Mechanics have completed "how to lift" instruction and are working on hand tool safety.

District Nears Top of United Crusade Quota

AC Transit's 1963 United Crusade campaign reached 94.6 per cent of its quota this month, but kept right on going with a goal of 100 per cent participation and an "over the top" record.

At the final progress report, John F. Larson told campaign officials the district would continue its efforts to cover all of its 1,440 employees, including those on vacation, out on sick leave, retiring or entering service.

Chairmen of different district departments were lauded particularly for their efforts in helping the district approach its quota. Total cash and pledges turned in to Alameda County headquarters on Nov. 14 was $13,322.

Birth of a City

Transit Archives Show Richmond's Growth

A request to Richmond city employees to search "dusty archives" sparked AC Transit on a search of its own, with result the district was able to present the newly enlarged Richmond Museum with a detailed history of street transportation in that area.

The material, along with a collection of photographs, was presented to Thomas Ryan, president of the city's museum association, by William E. Berk, Richmond member on the district's board of directors.

The information also will be made available to the city's library and school departments as an unusual record of value to historians and students of Richmond's street car and motor coach history.

It was Berk's request for data on the city's transit past that led to a search through old—and appropriately dusty—books and records.

Although many records were destroyed before AC Transit took over the Key System network, a few forgotten binders were discovered in basement storage when the general offices were moved from 1106 Broadway to the Latham Square Building at 16th and Telegraph.

The binders contained handwritten notes made by the late W. E. Gardiner, who went to work for the Oakland Railroad Co. in 1895 and during the next 42 years, kept careful records on street car, train and motor coach operations.

His history on East Bay transportation, published in old Key Note magazines, is now a collector's item, but did not go beyond the start of electric trolley service in the early 1890's. The notes, however, continued until his retirement from the Key System in 1937.

From his notes, and from material gathered in equal detail by the late John R. Worthington, first general manager of AC Transit, has come a mass of information on Richmond's important role in transportation and subsequent East Bay development.

Richmond got off to a late start: it wasn't until 1900 that developers discovered the advantages of deep water off its shore and interested Santa Fe in making its terminal at Point Richmond. The Standard Oil Refinery followed, along with other industries. And in 10 years, the city had a booming population of 12,000.

According to Gardiner's notes, the first local transportation was provided by the East Shore and Suburban Railway in July, 1903, when a street car, built in 1891 and purchased from San Francisco, ran on a single track from the "Oil Works to 17th and Macdonald."

Other records place the start of service in 1904, with three cars and three miles of track.

By 1911, when East Shore and Suburban became a part of the Key System network organized by Francis M. "Borax" Smith, street car lines included the Macdonald Ave. line, 6th and 23rd St. crosstown lines, main line to Oakland, a branch to San Pablo, another to East Richmond and a line on Ohio St.

Like other East bay cities, Richmond

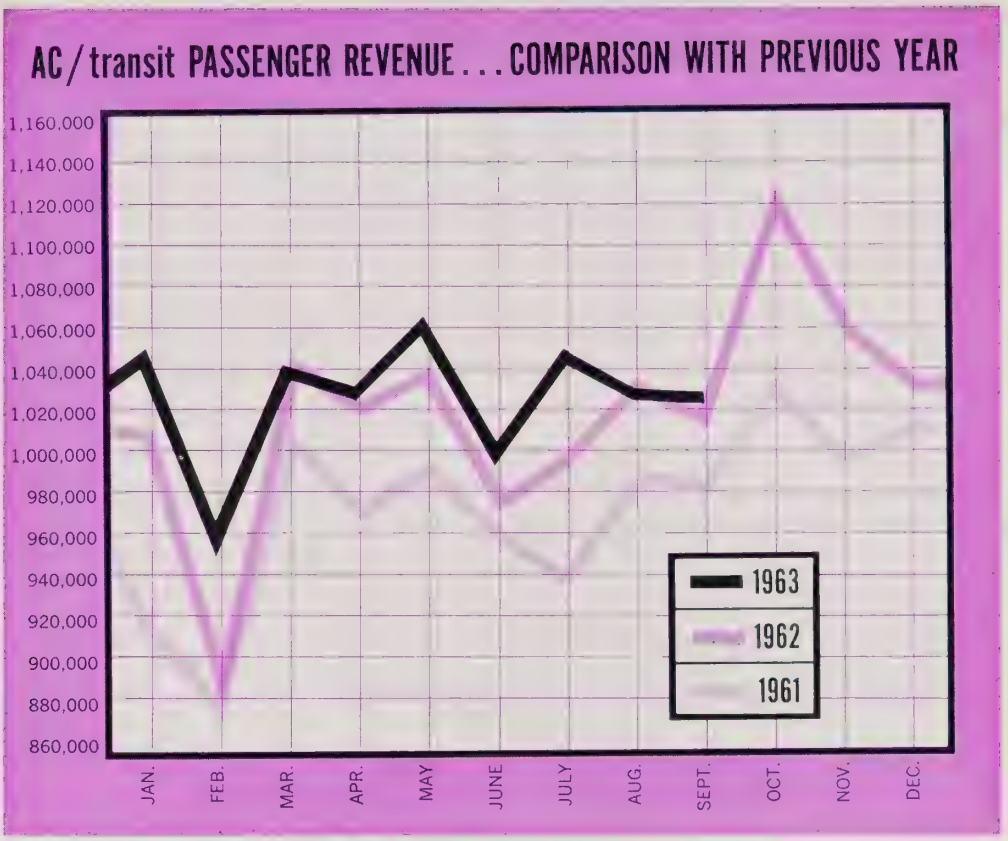
CITY STARTS—This is how Richmond looked in 1900, before Santa Fe and Standard Oil took advantage of deep off-shore water to develop shipping terminals.

also had its own ferry boat service, started to San Rafael in 1916 and by the Southern Pacific, to San Francisco, in 1925. Line 63, operating from 23rd and Macdonald Ave., ran along Garrard Blvd. and through the tunnel to the east of the present Richmond plunge to serve the latter ferry, which gave up its ghostly wake after 10 years. Street cars took foot passengers to the San Rafael ferry until 1928 and buses continued to serve the boats until 1952.

Richmond knew its biggest transit heyday in World War II, when it was a shipbuilding center. A special shipyard railway was constructed to take thousands of workers to and from the yards, while motor coach lines—and even ferryboat service—were operated to handle the sudden boom.

With the end of the war, the Key System began pulling in its lines, until the district took over in 1960, reversing the picture and beginning a new program of development which has given the area increasing service to meet its own increasing needs.

FIRST TRANSIT — By 1911 Richmond had street cars as shown in view above. At right, same cars on Macdonald Ave. with other "traffic" at Sixth St. East Shore and Suburban car, below, shares subway under S.P. tracks with sporty auto.



Commute Book Sales Increase

(Continued from page 1)

have shown a steady increase, as has revenue from the East Bay express system, Larson said. In September, commute book sales totaled $159,073, an increase of 8.1 per cent over the same month in 1962.

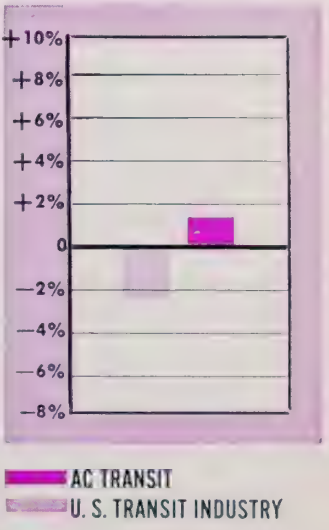
The number of passengers carried on local and trans-bay lines in September was 4,244,931, an increase of 1.45 per cent. Passenger revenue was $1,023,297, a slight increase of $8,395 over September, a year ago.

The transit industry nationwide continued to show a decline. Passenger revenue for September dropped 2.42 per cent below the same month in 1962; August figures showed a drop of 4.86 per cent and July totals, a decrease of 1.29 per cent.

Income for September totaled $1,224,542 and was sufficient to cover operating expenses of $1,035,957, plus equipment renewal and bond debt service. Miles of scheduled service were 1,822,447, an increase of 20,182 miles over September of last year.

SEPTEMBER PASSENGERS

Percentage Change from Previous Year



Veteran Remembers Days of Long Hours, Hard Work, Tired Feet, Pride in Service

By Virginia Dennison

You learned a lot of things if you broke in on street cars after the turn of the century.

You learned never to lie to the late J. P. Potter, first superintendent of the Key Route, a stern man, but a fair one, well remembered by veterans like P. P. Draper, 75, of 137 Montecito Ave., Oakland.

You learned what it meant to work hard, long hours. You learned not to wear patent leather pumps and silk stockings on your first day on the job.

And in the case of Draper, who retired in 1956 after 48 years of service, you learned a pride in work. He is still proud that he had no chargeable accidents and only two "oversleeps" in nearly five decades on street cars and trains.

Draper, who spent most of those years operating street cars between Oakland and Berkeley, told his only "fib" to Potter in 1907, when, as a lad of 18 used to hard work, he applied for a job as platform man.

When Potter stated it "was a man's job—we don't hire boys," Draper boosted his age to 22 and replied he had been doing a "man's work all his life."

Potter, as result, gave him a chance to "break in"—which is those days meant working day and night for no pay, learning the streets, stops, fare and transfers.

"You called all the streets, learned everything along the way, flagged all the crossings and really earned your 30 cents an hour," Draper recalls today.

Starting out on the Telegraph Ave. line —No. 5—Draper was so proud of his new uniform and cap "and kind of sporty" that he wore new patent pumps and silk sox. He ended up that first shift of nine hours with his shoes in his hand—and a lasting respect for comfortable shoes.

A short time later, Draper remembers, Potter called him in, told him every fact about his background—"and I never did know how he found out"—including his right age.

"He told me, 'You lied to me. Don't ever lie to me again!' . . . and I never did."

Draper—"a natural air man"—soon became a motorman, working on the cars for 41 years, seeing every change between Oakland and Berkeley. With top seniority, he transferred to the trains when the street cars were retired in November, 1948, taking over as a conductor on the transbay F line out of Berkeley for the next seven years.

He's not exactly retired even now, as he and his wife manage a large apartment house, sharing pride in their married daughter, Mrs. Doris Hall of Seattle, and a college-age grandson.

LONG RIDE — Transit history book and photograph taken on "his" street car, before No. 5 made final trip in 1948 recalls 48 years of service for motorman P. P. Draper.

Freddie Off For Better Life - - in Niles

The district's first and, it is hoped, *only* alligator has moved on to a fuller life on the "Nile," just as the supervisor he was named for left for his own brand of "paradise."

"Fred," the alligator, was given to a reptile expert in the city of Niles, where he is expected to lead a more promising existance among others of his species.

W. L. "Pete" Dodson, safety supervisor who took the alligator home to his six children at 16702 Rolando Ave., San Leandro, after it was abandoned on a Line 74 bus, said he was so glad to find a new home for the pet, he didn't wait to get the name or other details about the new owner.

Although "Fred" hadn't grown noticeably beyond his original 12 inches, Pete found he required special attention, like water at an even warmish temperature.

"We had to be careful he didn't catch pneumonia and he turned out to be quite a lot of trouble," according to Dodson. He disclaims reports, though, that he took a bite out of one of the Dodson children.

"It was just a little nip," he explained.

The alligator was named for veteran supervisor Fred Hymes, who retired at the same time to devote his abilities to producing variety shows—a pleasurable branch of "show biz."

IN MEMORIAM

Edwin L. Markham, 33, was killed in Reno Oct. 12, as a tragic end to his vacation. Markham, a bus driver with 18 years of service, was fatally slashed during a robbery attempt.

Markham, who lived at 1110 Oak St., Alameda, was a hunting and fishing enthusiast and was a member of the Key Rod and Gun Club, the Foothill Sportsmen's Association and the Sportsmen of California. He is survived by his widow, Thelma, four daughters and six grandchildren.

Pensioners, whose deaths have been reported, include:

Frank J. Levera, 90, former street car operator, who died Oct. 10 in Santa Rosa. He entered service in 1908 and was pensioned in 1934.

Manuel E. Costa, 83, of 7206 Halliday Ave., Oakland, street car operator, who went to work in 1920 and retired in 1948. He died Nov. 11.

Workers Plan Switch To Retirement Rolls

Four veteran workers are switching from active AC Transit service to the pension rolls, ending years of transportation work.

Pensioned Nov. 1 was Gilbert W. Moorehead, motor coach operator of 138 Covington St., Oakland, who went to work in 1941.

Also retiring on the same date was Frank P. Murphy, 431 38th St., Oakland, veteran bus driver who went to work under the "Key" banner in 1935 after driving for West Oakland Motor Bus Lines.

Taking his pension on Dec. 1 will be Clarence E. Snideman, 4015 Howe St., Apt. K, Oakland, who went to work as a conductor on the street cars in 1924. He served as a bus operator, clerk, dispatcher and was assistant dispatcher at the time of his retirement.

Due for pension Jan. 1, 1964, is Jack Morando, 1866 Pleasant Valley Ave., Oakland, who has worked for the maintenance department since 1943, retiring as a mechanic.

Our 'Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month — letters unsolicited from residents of the East Bay who are owners of the transit system. Letters were selected at random to represent the quality of courtesy, service and safety demonstrated by AC personnel in their most important relationship with our customers.

—It occurs to me—a daily train or bus commuter for the past 15 years, that it's never been so good, as it is at present. Perhaps the "Old Key" was as progressive as they came, in those long gone days. But they could take lessons any time from ACT. You've done a wonderful job. I've said it before, in writing to you; it's worth repeating . . .

Paul Magilligan
Berkeley

* * *

I wish to congratulate you on the new arrangement for traffic on the bay bridge! . . . I go to San Francisco often, have no auto, hence have not been on upper deck for an age. Many thanks for the good service, it is wonderful.

Mrs. Ida Hill
Berkeley

* * *

. . . You not only publish good maps and up-to-date timetables, something unheard of in many cities, but you are able with very few exceptions . . . to stick to the schedules. The bus drivers are usually courteous and helpful. Your telephone information service is a wonderful idea and has been very useful to me. I also appreciate the express buses, with their green flags, which help you to see them coming . . . I hope to be an ever increasing rider and fan of AC Transit.

Goodwin Samuel
Berkeley

. . . among the passengers was an elderly lady who apparently was confused and tired. She said she wanted to go to Castro Valley. Your driver (D. E. SWINFORD) was extremely patient and advised her how best to get there . . . she abruptly left the bus and was in an incoherent state. Your driver alighted and kindly talked her back aboard. He told me he would place her in the hands of a supervisor, who would see to it that she got home. This man made me glad that I am a member of the same species he is . . .

Robert W. Medland
Hayward

* * *

I feel that I should inform you of the great kindness and consideration given an elderly woman by driver 1913 (O. L. ARMS) on a 75 bus in Berkeley. Her many friends appreciate his concern.

Mrs. Elizabeth Dean
Berkeley

* * *

I had occasion to ride your Foothill bus and your bus driver (H. E. FULBRIGHT) was the most courteous, smiling and accommodating man I have ever seen on your lines . . . Two people had occasion to run for the bus and he waited for them . . . he greeted everyone with a very pleasant smile and was most gracious . . .

Mrs. Patricia G. Gerke
Castro Valley

ACTIONS OF THE BOARD

At an adjourned meeting October 23, 1963, the Board of Directors:

• Adopted transbay fares for special service to Golden Gate Fields, on motion of Director Bettencourt.

• Authorized General Manager to attend program planning meeting in Los Angeles for 1964 regional conference of American Transit Assn., on motion of Vice President Coburn.

• Approved new commuter express Line 31 and extension of existing express Line 33 during commute hours, on motion of Vice President Coburn.

• Authorized establishment of express Line 38 and revision of service on Line 46, on motion of Director Bettencourt.

• Authorized extension of additional trips on Line F from Solano Ave. and The Alameda to Solano and San Pablo Ave.; extension of service on Line L to provide additional commuter trips between San Francisco and El Sobrante, on motion of Vice President Coburn.

* * *

At the regular meeting November 13, 1963, the Board of Directors:

TRANSIT TIMES

Published monthly by the

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Latham Square Building • 508 Sixteenth Street

Oakland 12, California • Telephone 654-7878

BOARD OF DIRECTORS

ROBERT M. COPELAND . . . . . President
Director at Large
WILLIAM H. COBURN, JR. . . . Vice President
Ward I
RAY H. RINEHART . . . Director at Large
WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

ADMINISTRATIVE OFFICERS

KENNETH F. HENSEL . . . General Manager
ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . Public Information Manager

• Authorized General Manager to negotiate charter bus agreement with White Front Stores for special shuttle service, on motion of Vice President Coburn.

• Approved District membership in new California Association of Publicly Owned Transit Systems providing other major transit operators also become members, on motion of Vice President Coburn.

TRANSIT TIMES

Alameda-Contra Costa Transit District
Latham Square Building
Oakland 12, California

Return Requested

BULK RATE
U.S. POSTAGE
PAID
Permit No. 2105
Oakland, Calif.

BARBARA J. HUDSON
LIBRARIAN, INSTITUTE OF GOVT.
UNIVERSITY OF CALIF.
BERKELEY 4, CALIF.

Season's Greetings

JAN - 3 1964

AC TRANSIT transit-times

For the Good of Your Community

Vol. 6 No. 8

OAKLAND, DECEMBER 1963

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

What the Editors Are Saying About Transit

San Francisco Examiner

Subsidizing the Muni Railway

OPPOSITION to higher Municipal Railway fares by the Downtown Association is based on sound evidence. We oppose higher fares too, for many of the same reasons.

The evidence has been developed by expert studies, here and elsewhere, of the effect of increased fares upon both traffic and transit patronage.

An increase from the present 15 cent fare to 20 cents would cost the Muni 10 million passengers a year. A 25 cent fare would cost an additional 10 million riders.

The 20 cent fare would theoretically dump 18,000 additional automobiles daily into San Francisco's already traffic-glutted downtown streets. We say "theoretically" because it would be a physical impossibility to get 18,000 more cars into the streets. Parking facilities, curb space and traffic lanes all are now utilized to maximum capacity. More traffic would substitute immobility for movement.

The problem goes deeper when it gets into the intangibles. Traffic congestion discourages shoppers. The volume of shoppers determines the vitality of downtown stores.

We think it would be unrealistic to try to make the Muni system support itself on fares. Mass transportation is in the same general area of necessities as police, fire and other public services. The subsidized public services are those essential to health, safety and the general welfare. Transit is indisputably one of these.

The picture in San Francisco may well change in the next few years, with coordination of the Muni system and Bay Area Rapid Transit. In the meantime, higher Muni fares would aggravate and multiply downtown traffic problems.

Passenger Shelters Authorized by Board

Erection of three passenger shelters in San Leandro and Hayward has been authorized by district directors, in line with long-range plans to provide weather protection for East Bay riders and transbay commuters.

The board directed the general manager to proceed with the project of erecting open shelters at Davis and Douglas Sts. in San Leandro and at Fargo St. and Washington Ave. in Washington Manor.

A Hayward shelter also will be built, provided a suitable location agreeable to city officials is determined.

Preliminary discussions concerning the shelters already have been held. Specific plans now will be submitted formally to city representatives.

The shelters will cost a maximum of $350 each.

Season Fares Hit New All-time High

Holiday shoppers and clear, nippy weather helped the district to break another revenue record in December — the second month in a row passenger fares have topped previous totals.

Passenger revenue on East Bay and transbay lines on Dec. 6 hit $47,213, first time the district has climbed over the $47,000 mark in its three year history. Special bus service to the racing meet at Golden Gate Fields in Albany added to the "purse" for the day.

On November 1, the district broke its previous record when fare boxes took in $46,996.

GIFT WRAPPED — The district's own N. P. Alevizos, in his Santa's costume, greets young passengers, left, about to board "Candy Cane Express." Riders, also, had a chance to meet "St. Nick" in bus decorated like holiday gift.

'Candy Cane Express' Greets Residents As St. Nick Rides Again

Christmas packages came larger than ever this year—as large as an AC Transit bus, which was turned into a "Candy Cane Express" to add to East Bay yuletide festivities.

The bus, painted and decorated to resemble a Christmas gift, was made available to business centers for special activities. When it wasn't serving as Santa's sleigh on these assignments, it operated in regular service on major trunk lines in the East Bay, giving patrons a chance to enjoy a festive ride.

It was the first time in memory that a bus — or any other form of local transportation — was transformed into a Christmas decoration and the reaction of riders was surprise — and delight.

The district had to work almost as hard as the traditional St. Nicholas to turn the coach into a "wrapped gift" as a greeting to residents, after the AC Board of Directors approved the suggestion.

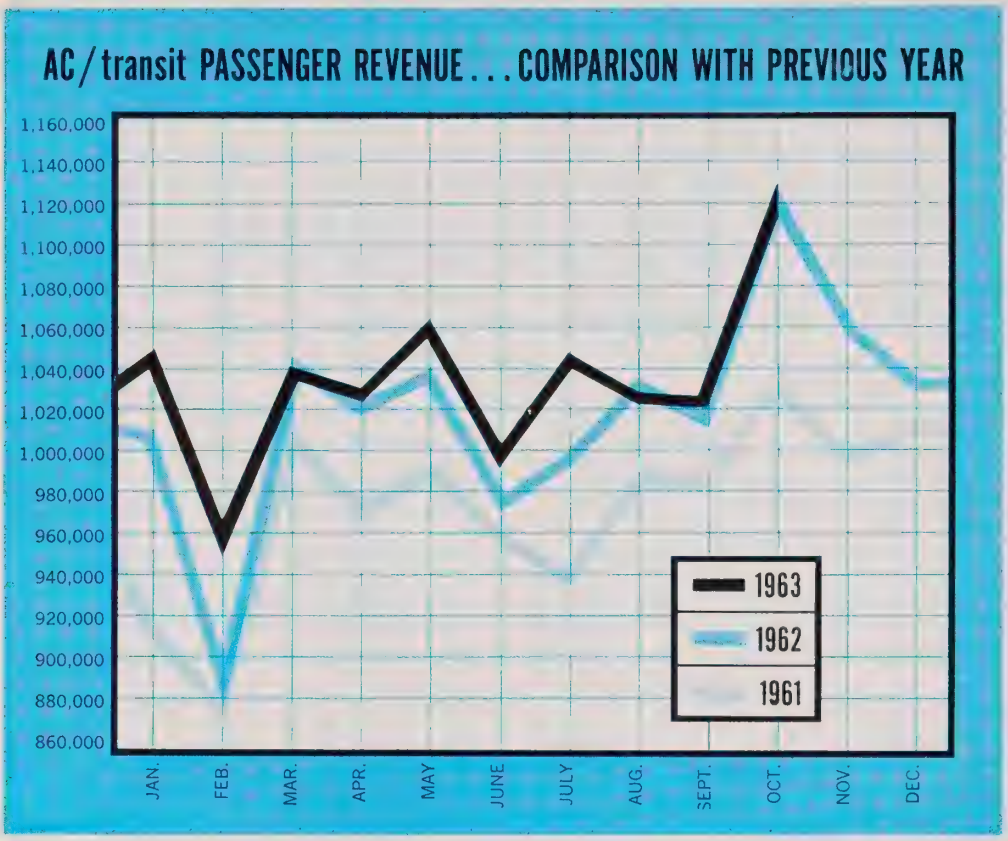
But it had one advantage — its own "St. Nick" — Nicholas P. Alevizos, superintendent of the Richmond division, who has been playing the part of Santa Claus every December for over 30 years.

"St. Nick," who was hardly out of his red and white suit and freshly curled whiskers during the month, added the "Candy Cane Express" to his other Santa Claus appearances, nearly earning as widely-traveled a reputation as the fellow from the North Pole.

To transform the bus into a rolling gift, the vehicle was first sprayed white at district shops. Then a red ribbon was painted over and around, "tied" with a cut-out bow. A "Holiday Greetings" card was painted next to the bow, and another "greetings" sign was painted on the rear of the bus. A Santa Claus was painted on the front and instead of the usual destination sign, the bus carried a special label: "Candy Cane Express."

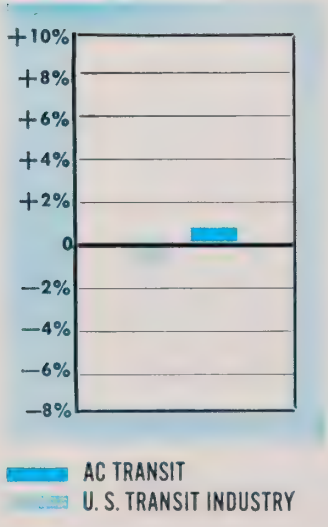
Inside, the coach was garlanded with greens, decorated with bows and ornaments. It also had a sign wishing "Merry Christmas to our patrons."

The transformation was handled by maintenance workers Robert Epperhart, Ernie Passarella, Molena Barnes, John Rutherford and Lorentz Fulop.



OCTOBER PASSENGERS

Percentage Change from Previous Year



Passenger revenue held to an even keel in October, amounting to $1,126,530 for the month. This was an increase of .03 percent over the same month in 1962.

The number of passengers carried on local and transbay lines during the month totaled 4,834,888, a gain of .68 percent over October, 1962.

The transit industry nationally continued to operate in the red, with a 1.64 percent decrease tallied in preliminary October figures. Among the major transit properties, only the New York City Transit Authority reported a noticeable increase, with surface lines up 5.8 percent and rapid transit lines up 1.2 — a total increase of 2.4 percent. San Francisco Municipal Railway was up 1.8 percent over October a year ago.

Commute book sales for AC Transit continued on the upswing, totaling $185,807 for the month, a 2 percent increase over the same month in 1962.

Total income for October totaled $1,334,771 and was sufficient to cover operating expenses of $1,068,278, plus equipment renewal and bond debt service. Miles of scheduled service were 1,999,293, an increase of 316 miles over October, 1962.

Board Goes on Record Against Increase In Size of 'Queen' Advertising Posters

Opposition to any increase in the standard size of "queen" advertising posters has been voted unanimously by the board of directors.

The board made its position known in letters to the Transit Advertising Association, stating they were concerned over reports of a trend toward increasing the size of "queen" posters beyond the standard dimensions of 21 by 88 inches.

In its experience, the district said it had found the regular "queen" size is selling satisfactorily and that the larger 30 by 144 inch "king" poster to date has not achieved its fullest potential.

The directors agreed in March, 1962, to install "king" posters on the street side of the largest of new buses on representation that the huge panel was standard throughout the industry and should be made available in uniform size to attract national advertisers.

Directors noted that use of the "king" posters has been substantially below estimates given at time of authorization.

TRANSIT ERA — Role of street transportation in growth of Richmond is now a part of historical material at Richmond Museum as result of a collection of data and pictures presented to Walter A. Fati, left, chairman of the museum's transportation division, by William E. Berk, Richmond member on AC Transit Board of Directors. Historical material was developed from district files and records kept in early days of Richmond transportation by former transit employees.

Wage Increase Adds to Holiday Cheer

Automatic wage increases added holiday cheer to approximately 1400 AC Transit employees, boosting checks in December and January.

Some 950 bus operators and other union employees received their wage boost Dec. 1, under a contract negotiated a year ago. At that time their wages were raised from $2.69 to $2.81 an hour. This month's increase provided an additional 10 cents for a new hourly rate of $2.91. A third 10 cent raise is scheduled for Dec. 1, 1964.

Other union employees got the same 10 cents per hour increase, except for mechanics, dispatchers and parts clerks, who received a 15 cent an hour hike. Class A mechanics now have an hourly wage of $3.47.

Some 175 supervisory personnel and office employees receive their automatic 3.56 percent wage increase Jan. 1.

New Workers Join Transit District

A special "hello" was in order this month as the following new employees joined AC Transit ranks:

General Offices

Claims: Spencer W. Strellis, 6621 Gunn Drive, Oakland, attorney.

Treasury: Donald Richard May, 2411 22nd St., San Pablo, vault clerk.

Emeryville Division

Transportation: Janice Ten Bosch, 4808 Allendale Ave., Oakland, junior typist clerk.

Bus Operators: E. H. Mazuca, 6430 Bancroft Ave., Oakland; W. S. Ward, 138 Rose Ann Ave., Pittsburg; M. A. Harbison, 462 38th Ave., Oakland; M. N. Reece, 1034 47th St., Emeryville, and C. F. Verdin, 1311 Liberty St., El Cerrito.

Richmond Division

B. D. Winters, 2279 Park St., Pinole; J. H. Heflin, 5114 Panama Ave., Richmond; L. E. McLellan, 1528 Liberty St., El Cerrito, and J. F. Franks, 2020 Stanton Ave., San Pablo.

Seminary Division

Maintenance: Roland J. Eckhardt, Jr., 378 Park St., San Leandro, and Lewis H. Smith, Jr., 521 Patterson Blvd., Pleasant Hill, service employees.

Bus Operators: W. J. Pedranti, 4433 Michael Ave., Fremont; G. P. Moore, 28426 Huntwood St., Hayward; C. D. Smith, 1425 94th Ave., Oakland; P. R. Pontrella, 870 Tennyson Rd., Hayward, and J. A. La Brensz, 29519 Dixon St., Hayward.

Driver Pensioned

Michael Burns, 605 Cornell Ave., Albany, retires Jan. 1 after almost 35 years of service. He started as a street car operator in 1929, switching to buses in 1948.

Route Maps Posted on Buses to Aid Travel

AC Transit's popular route map, colorful as well as informative, has been posted on all district buses, to help riders make the best use of their transportation system.

The recently up-dated map, which shows operations of East Bay, transbay and express buses, is being displayed on a card 56 inches long so it can easily be seen and read. It includes an invitation: "Let's see the East Bay" and information on where the free "guide for going places on AC Transit" can be obtained.

Our 'Stockholders' Write...

AC Transit is proud to reprint below a few of the many letters of commendation received during the month — letters unsolicited from residents of the East Bay who are owners of the transit system. Letters were selected at random to represent the quality of courtesy, service and safety demonstrated by AC personnel in their most important relationship with our customers.

May I express appreciation for services rendered by two of your drivers (W. D. NORMAN and E. A. RUCKMAN) . . . after my mother and I boarded the E bus for San Francisco . . . I discovered I must have dropped my glasses in getting out of my car. We started to get off . . . the driver gave us transfers and said to tell the next driver so we wouldn't have to pay another fare . . . we were walking back and heard a toot and it was another bus . . the driver (Ruckman) had been told by Mr. Norman he would see us. He picked us up, I found my glasses . . . then we waited for Mr. Ruckman to return . . . these men are exceptional . . . for taking such a personal interest in their riders.

Miss Elizabeth Winslow
Berkeley

* * *

This week I took my first ride on one of your buses, riding the R bus from Hayward to San Francisco. It was a most enjoyable trip and the simplest way to get there that I have found. The driver (J. I. OSTLE) was very friendly, courteous and very accommodating. Many who got on were pleased to greet him. I hear increasingly often many kind comments about the bus system . . . I wanted to add my favorable vote too.

Mrs. C. E. Christensen
Castro Valley

The enclosed petition has been signed by 112 passengers on the 91-A Line . . . some are high school students . . . some are adults . . . the majority . . . are students at California State College at Hayward . . . we all have one thing in common, however, this is our love and admiration for (operator) GENE GREGG . . . we realize some drivers have more seniority than Mr. Gregg and maybe we are being selfish by asking to keep the same driver, but we *need* him. He has greatly enriched our lives.

Doris Downey
Hayward

* * *

You have one bus driver who is most kind to older ladies . . . I'm one of them. He (G. M. GOODMAN) drives up to the side so it's easier to get on . . . without a cranky look . . .

Mrs. Joseph Graff
Alameda

* * *

I had an occasion to ride on a bus driven by (P. D. COLEMAN) from San Francisco to Oakland with a very tight schedule to catch a plane from Oakland Airport. Once aware of my tight schedule, he did everything safely possible to see I made the proper connections to catch a second bus in time to reach the airport . . .

Dan McKinnon
San Diego

ACTIONS OF THE BOARD

At an adjourned meeting November 27, 1963, the Board of Directors:

• Authorized General Manager to execute agreement with State for bus parking area at Transbay Transit Terminal, on motion of Vice President Coburn.

• Approved repainting bus in Christmas decor for holiday promotion, on motion of Director Rinehart.

• Declared opposition to proposed increase in size of 21 x 88-inch "queen" advertising panels on exterior of buses, on motion of Director Bettencourt.

* * *

At the regular meeting December 11, 1963, the Board of Directors:

• Authorized construction of three passenger shelters at a maximum cost of $350 each, on motion of Director Warren.

• Retained Lybrand, Ross Bros. & Montgomery to perform audit for 1963-64 fiscal year, on motion of Director McDonnell.

TRANSIT TIMES

Published monthly by the

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Latham Square Building • 508 Sixteenth Street

Oakland 12, California • Telephone 654-7878

BOARD OF DIRECTORS

ROBERT M. COPELAND . . . . President
Director at Large
WILLIAM H. COBURN, JR. . . Vice President
Ward I
RAY H. RINEHART . . . Director at Large
WILLIAM E. BERK . . . . . Ward II
JOHN McDONNELL . . . . . Ward III
WM. J. BETTENCOURT . . . . . Ward IV
E. GUY WARREN . . . . . Ward V

ADMINISTRATIVE OFFICERS

KENNETH F. HENSEL . . . General Manager
ROBERT E. NISBET . . . . . Attorney
JOHN F. LARSON . . Treasurer-Controller
GEORGE M. TAYLOR . . . . . Secretary
ALAN L. BINGHAM . Public Information Manager

Drivers Extend Own 'Merry Christmas'

A special "Merry Christmas" was extended by bus operators to passengers again this year through greetings cards made available by the district.

The cards, printed in green on white paper, showed Santa Claus and his relaxed reindeer "hitching" a ride on the top of an AC Transit bus. The card extended "Season's Greetings . . . and a safe and happy holiday season to you . . . your operator."

Some 18,000 cards were given to the drivers so they could personally hand the greeting to passengers, especially those who have become familiar patrons.

District buses also carried a holiday message, but with a different flare. The illustrated posters, with a blue background and pink and green touches, invited residents to "Do your Christmas shopping by bus."

TRANSIT TIMES

Alameda-Contra Costa Transit District
Latham Square Building
Oakland 12, California

Return Requested

BULK RATE
U.S. POSTAGE
PAID
Permit No. 2105
Oakland, Calif.

BARBARA J HUDSON
LIBRARIAN, BUREAU PUB ADM
UNIVERSITY OF CALIF
BERKELEY 4 CALIF P

U.C. BERKELEY LIBRARIES
C101736837

HE4200 -1963
A2c.t

RE
4200
A2c.t

1963

IGSL

University of California, Berkeley
Institute of Governmental Studies
Library

Transit-times / Alameda-Contra
Costa Transit District.

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
109 PHILOSOPHY HALL
UNIVERSITY OF CALIFORNIA
BERKELEY, CA 94720